



## Planning Applications Committee

Report by  
Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Andy Dale Phone: 0141 287 6016

**Item 1**

**20th February 2024**

**Application Type** Full Planning Permission

**Recommendation** Grant subject to conditions and S75 legal agreement.

<b>Application</b>	<a href="#">22/01776/FUL</a>	<b>Date Valid</b>	05.09.2022
<b>Site Address</b>	Site Bounded By Minerva Street/West Greenhill Place/ Finnieston Street Glasgow		
<b>Proposal</b>	Demolition of existing car showroom and workshops and erection of residential development with ancillary Class 1A, Class 3 and Class 4 uses, erection of external pavilion, public and private open space, public realm, landscaping and associated works.		
<b>Applicant</b>	Keltbray Developments Ltd C/O Agent Turley 7-9 North St David Street Edinburgh EH2 1AW	<b>Agent</b>	Kate Donald Turley 7-9 North St David Street Edinburgh EH2 1AW
<b>Ward No(s)</b>	10, Anderston/City/Yorkhill	<b>Community Council</b>	02_031, Anderston
<b>Conservation Area</b>		<b>Listed</b>	
<b>Advert Type</b>	Bad Neighbour Development	<b>Published</b>	9 September 2022
<b>City Plan</b>	Residential		

## Representations/Consultations

### Representations

Through neighbour notification and advertisement, the application has received a total of 39 representations. Of this total, 38 were objections and one was requesting regarding the provision of biodiverse bricks. This included objections from Yorkhill and Kelvingrove Community Council, Friends of St Vincent Crescent and St Vincent Crescent, Corunna and Minerva Street Residents Association. The points raised are summarised as:

- Proposed density is too high
- Scale is too high and will be oppressive
- Residential amenity will be poor
- Building design is inappropriate
- Risk of overshadowing and loss of daylight
- Piecemeal nature of development in Finnieston and lack of facilities
- Lack of affordable housing proposed
- Insufficient parking compounded by poor public transport provision

- Lack of employment being offered
- Harmful effect on Conservation Area

## **Consultations**

Network Rail – No objection

## **Site and Description**

### **Site Description**

The application site is an existing retail site and surface level car park bounded by Finnieston Street, West Greenhill Place and Minerva Street. The application site measures approximately 0.95 hectares in area and comprises half a city block. Existing vehicle and pedestrian access to the site is from Finnieston Street to the east and Minerva Street to the west. The site is bounded on the northern boundary by an existing 2 storey office development, a 7 storey terrace of flats and an existent consent for the Erection of residential led mixed use development including Class 1 (Retail), Class 2 (Financial & Professional), Class 3 (Food & Drink) with associated access, landscaping, parking and infrastructure(21/01660/FUL). At present there are two large format retail stores on the northern boundary of the site one of which currently houses a LIDL supermarket subject to a recent approval for works to upgrade the store and car park 19/00680/FUL.

Approximately 100m north and west of the site lies the St Vincent Crescent Conservation Area characterised by both Category A and B listed, 4 storey ashlar buildings from the Georgian Period. On the western boundary is a contemporary 7 storey residential building, faced in natural stone and following the curve of Minerva Street as it moves round to the south.

At the Minerva Way western boundary, there is an existing planning consent which is carved out of the street block at the south west corner for the Erection of flatted residential development (64 units) with access, parking, amenity space and associated works (21/03212/FUL). If built the proposal would see the erection of an 'L' shaped block of 8 storey flats. At the opposite side of Minerva Way stands a 6 storey block of residential flats.

To the east of the site across Finnieston Street is a 6 storey office block (part of the larger Skypark office complex) and a single storey McDonalds drive through. On the south boundary the opposite side of West Greenhill Place is a vacant site with planning permission in place for the Erection of multi storey office development including car park and associated works (23/00818/FUL). This office proposal would serve as an extension of the wider Skypark campus.

The site is located in an area of high accessibility, as designated in the City Development plan, and is within short walking distance of Exhibition Train Station, the Argyle Street Bus corridor, the Clyde Walkway and a variety of amenity including retail and recreational.

### **Planning History**

Prior to the existing commercial units and car park being built, the site was previously occupied industrial uses with a foundry and saw mills around 1850s. Subsequently as industrial output waned in the post war era the site was used a Post Office vehicle depot before coming into use as a car sales with associated buildings and parking. There were a number of associated applications submitted over the period of operation on the site for car sales. There are no prior applications relevant to this proposal.

### **Pre-Application Process**

This proposal was initially considered a Major Development as defined by the Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 and as such Pre-Application Consultation was carried out in accordance with legislation. Subsequent to this, with the introduction of National Planning Framework 4 (NPF4) the classification of the application in the Hierarchy of Developments was upgraded to a National Development on account of its proximity to the City Mission Zone.

A Proposal of Application Notice (PAN - 21/03756/PAN) was submitted by Turley on behalf of the applicant. The PAN was submitted to Glasgow City Council on 14th December 2021 stating that an event would be held on the 27th January 2021. In accordance with the Act, the PAN provided a description, in general terms, of the development to be carried out; a site address; an outline plan of

the site; contact details for the applicant a list of the parties who received a copy of the PAN and details of the proposed consultation methods.

The Town and Country Planning (Miscellaneous Temporary Modifications) (Coronavirus) (Scotland) Regulations 2020 temporarily suspend the requirement for a public event.

As a minimum substitute for a face to face public event, the Scottish Government specifies that information should be, “hosted at a central, free, publicly accessible web location”, and should detail the PAC engagement process, site location and proposals whilst also being as user friendly as possible.

A follow up letter was provided to the Council dated 2nd March 2022 to advise that the public exhibition would take place on Thursday 10th March 2022, rather than Thursday 27 January 2022 as stated on the PAN, to allow further time to progress pre-application discussions with officers at Glasgow City Council.

The Planning Authority confirmed on 31st March 2022 that the PAN was satisfactory and no further actions were required in addition to the proposed consultation set out in the PAN. A Pre-Application Consultation Report was prepared and submitted with the application fully detailing the steps taken by the applicant to consult the local community as well as Councillors/MSPs/MPs. It compiles comments and seeks to answer concerns and representations made in this pre-app process.

In respect of discussion carried out directly with the Planning Authority, the applicant has engaged in formal pre-application discussion consisting of a number of meetings with the Planning Service, including City Design beginning October 2021. These discussions focused on the design, scale/massing, amenity provision, impact on conservation area and various other detailed policy requirements of the City Development Plan.

During the pre-application process, the applicant was encouraged to present their proposal to the Glasgow Urban Design Panel (GUDP). This panel provides constructive advice to support the provision of appropriate design solutions for the City. Panel members are drawn from a range of organisations to provide expertise to the Design Review process. The initial concept proposals were presented to the members of the GUDP on 24th February Comments were provided on placemaking, the site layout and its impact on the wider area, and the position of height and placement of amenity within the depth of the site.

A copy of the GUDP report was provided to both the Planning Authority and the Applicants and this was used in the formulation of the design solution.

### **Application Description**

The application proposal is for the demolition of existing car showroom and workshops and erection of residential development (394 dwellings - flats) with ancillary Class 1A, Class 3 and Class 4 uses, erection of external pavilion, public and private open space, public realm, landscaping and associated works.

The development is designed to harmonize with the diverse site context, and the emerging context informed by planning approvals and the evolving built form Minerva and Finnieston street, as well as West Greenhill Place. The scheme employs a varied built scale throughout the site, seeking to ensure that both Finnieston and Minerva streets align with the existing and emerging architectural scales. The buildings range from 4 to 12 storeys, creating a visual relationship that connects with the varying heights in the surrounding area. The allocation of functions is responsive to the envisioned future character of the streets, featuring retail and restaurants along Finnieston Street and residential units facing Minerva Street. Additionally, a new south-facing garden square is activated by small-scale retail units catering to local businesses, entrance lobbies, and food and beverage establishments.

The built form consists of two main buildings, Blocks A and B, these are separated by a central public/pedestrian courtyard at the centre of the site providing north to south access. At the northern boundary a new mews type street is formed and the blocks are set back from this to create an east to west partly pedestrianised route. A public square is to be formed around the a centrally placed taller building fronting onto West Greenhill Place.

The two blocks are as described below:

#### **Block A**

Block A is a rectangular urban block fronting onto Minvera Street, the newly created ‘mews’ to the

north, the public pedestrian route running through the site to the east and West Greenhill Place to the south. The block is a perimeter design aligning with the adjacent L-shaped site recently granted planning consent (21/03212/FUL - Erection of flatted residential development (64 units) with access, parking, amenity space and associated works). This design maintains a consistent with the emerging built context and residential development found in Finnieston Street standing at 7 storeys high rising to 9 storey at the centre of the site. Between the 7 and 9 storey blocks the height drops to 3 storeys facing the mews. At West Greenhill Place the block stands at 8 storeys high.

In respect of the uses within the block at ground floor on Minerva Street is a residents lounge and entrance core for upper floor properties, and maisonette properties. On the new mews are maisonette properties, as well as functional spaces for substation and plant, and the entranceway to underground parking. Facing into the site and the north south pedestrian link are maisonette properties, coworking and meeting spaces and retail units turning the corner onto West Greenhill Place.

All flats in the block are served by generous floor to ceiling glazing and Juliet balconies. A number of ground floor properties also benefit from private garden space as well behind low brick walls and planting for privacy. Block A seeks to reflect the detailed characteristics of historic and contemporary residential structures along Minerva Street and St Vincent Crescent. It utilizes a lighter brick with matching mortar referencing the historic masonry facades within the vicinity. Brick is preferred for its construction technique, providing a sense of durability, and aging well over time. The facades feature precast stringcourses and window surrounds in a colour similar to the brick, contributing to a monolithic character reminiscent of historic blocks. The construction is likely to employ a precast brick slip system, with vertical joints and string courses disguising soft joints between panels. Metal balustrades, aluminium windows, and grills share a polyester powder coating paint colour, complementing the brick tone and emphasizing facade articulation.

#### **Proposed materials for Block A facing onto Minerva Street, West Green Hill Place and New Mews**

- Buff brick with matching mortar colour to create a monolithic external wall. The overall tonality of the brick walling is to reflect the historic gold/yellow sandstone and emerging material character of Minerva Street. Light recess to struck joint.
- Pigmented precast detailing. Single colour range in a tonality similar to the external brick walling
- Polyester powder coat (PPC) aluminium framed windows, doors, cills, louvres and grills. Single colour with the exception of the maisonettes.
  - Doors
    - Lobbies, ground floor retail, food and beverage and external amenity spaces: Glass with PPC aluminium frames
    - Utility spaces and car parking doors: Painted steel or aluminium.
    - Maisonettes: painted timber doors with fixed side vision panel. Colour to be determined.
- PPC mild steel balustrading to match windows and doors.
- Raised planters to match external brick walling.

#### **Block B**

Block B consists of two parts: a linear element along Finnieston Street standing at 9 storeys and a vertical block in the centre standing at 12 storeys. The building height along the New Mews varies, reaching 4 storeys before rising to 8 storeys near the internal pedestrian route next to block A. Both sections use red brick with tinted mortar, referencing Glasgow's historical use of stone. The linear element features a simple red brick grid with large openings, evolving into increased masonry density at height to address environmental considerations. Horizontal string courses emphasize the base, middle, and top organization. Upper storeys incorporate residential amenity space with interconnected pitched roofs for a domestic touch. Balconies and aluminium elements adopt a reddish colour for minimal visual impact. Block B Vertical follows similar principles, with decreasing window widths and red-tinted precast elements referencing Glasgow's historic red sandstone architecture. Both blocks prioritize a cohesive, background architecture contributing to the urban grain.

The proposed use types include two retail units on the ground floor facing Finnieston Street and the new mews, with coworking space also located on the ground floor. Entrance ways to upper-floor flats and four maisonette properties are also on the ground floor. The first floor houses a residents' gym, raised courtyard, and amenity space. The remaining upper floors are dedicated to residential use, and the roof level features greenhouse-style enclosures and garden spaces.

### **The proposed materials for Block B facing onto Finnieston Street, West Green Hill Place and New Mews**

- Red brick with red pigmented mortar colour to create a monolithic external wall. Mortar colour to be lighter and provide a 20% contrast to the brick. Light recess to struck joint.
- Pigmented precast piers, trabeation and detailing. This will be in a pink/red colour which is lighter in tonality to the external brick walling.
- Polyester powder coat (PPC) aluminium framed windows, doors, louvres and grills. Single colour with the exception of the maisonettes.
- Doors:
  - Lobbies, ground floor retail or food and beverage spaces and external amenity spaces: Glass with PPC aluminium frames
  - Utility spaces and car parking doors: painted steel or aluminium.
  - Maisonettes: painted timber doors with vision panel. Colour to be determined.
- PPC mild steel balustrading to match windows and doors
- Raised planters to match external brick walling

### **Landscaping**

The comprehensive soft landscape strategy aims at maximizing biodiversity and maintaining seasonal interest through layered ornamental planting, herbaceous plants, woody shrubs, and a diverse selection of both native and non-native trees. This integrated approach creates an immersive experience within the proposed planting structure. The tree planting plays a vital role in the landscape design, forming a structural element that contributes to the overall aesthetic. The varied selection of tree species not only provides visual interest throughout the landscape but also ensures resilience against diseases. Differing canopy heights of the trees offer versatile opportunities for gathering, seating, and shelter, with each tree thoughtfully chosen to complement its specific location.

Clearly defined areas of both hard and soft landscaping areas proposed. The landscaping areas form distinct parts of the site and consist of The Mews, The Residential Courtyard, The Garden Square, The Podiums, and Roof Terrace. These spaces are described as below:

#### **The Mews**

The Mews connects Finnieston Street and Minerva Street, featuring vehicle access to building block car parks, but prioritizes pedestrians with demountable bollards. A brick wall screens the northern edge, with trees and shrubs softening the boundary. Climbing plants create a green wall facing the Residential Courtyard. Maisonette dwellings open directly onto the space, defined by low walls and hedging. The small-format paving is traffic-friendly, transitioning in material across The Courtyard to emphasize its pedestrian character.

In respect of the materials and design features, the following is proposed in this space:

1. Avenue tree planting and shrub beds
2. Small format permeable paving in shared surface areas
3. Low walls and hedging to form boundaries to private space
4. Cube paving at thresholds
5. Demountable bollards to demarcate pedestrian priority
6. Architectural shrub beds adjacent to building to introduce privacy
7. Brick boundary wall with climbing plants
8. Larger format paving where The Street crosses The Courtyard to reinforce pedestrian priority

#### **The Residential Courtyard**

The Residential Courtyard serves as a central residential hub, directly accessible to private residences on either side. Defensible space is established with low walls and boundary hedges. The central area facilitates resident interaction, featuring seating areas, formal play, and informal activity spaces on hardstanding. Canopy-like tree planting softens the courtyard's appearance from above.

The proposed materials and design features are proposed in this space:

1. Feature paving to multifunctional hardstanding area. Allows emergency services access.
2. Low wall and hedging to boundary of private residential spaces
3. Stretcher paving to circulation areas
4. Cube paving at thresholds
5. Bound gravel to play area
6. Soft landscaping bleeding into hard landscape with structural tree planting

### **The Garden Square**

The Garden Square is designed as a versatile space, featuring hardstanding areas for circulation, social gatherings, and events. Planted beds enhance biodiversity, offering food and shelter for wildlife. Pre-cast concrete edges address level changes and provide informal seating. Varied circulation routes include steps and ramps, with unified primary surfaces and secondary routes using small format paving/bound gravel. Event spaces are framed by trees with raised canopies. Soft areas include stepping stones and boulders for informal play.

The proposed materials and design features for this space are:

1. Main square steps
2. Structural tree planting
3. Biodiverse planting beds help with level change and SuDS
4. Bound gravel to multifunctional events space. Market stalls can fit between trees and under canopies.
5. Lawn. Versatile for multiple uses.
6. Spill out space for adjacent retail units
7. Stretcher paving to circulation areas

### **The Podium**

The Podiums are external amenity spaces for building residents, featuring predominantly soft landscapes contrasting with building facades. The goal is to create areas for formal and informal resident interactions. Mounded soft landscape areas offer varied surfaces and accommodate larger trees. Scattered seating areas facilitate social gatherings, while larger hard landscape sections serve recreational purposes. Block A's podium includes a 'glass house' for residents to grow produce and gather socially. Low walls and hedges define private spaces around residential units on the podiums.

The typical materials and design features proposed are:

1. Glass house
2. Square format light grey paving to circulation
3. Raised planters for community growing
4. Private residential space with low wall and hedgerow to boundary
5. Planted earth mounds with additional root volume for tree planting
6. Compacted gravel surfacing
7. Shrub planting bleeding into paving

### **The Roof Terrace**

Roof terraces are categorized as partially covered external rooms or larger, more open spaces offering views in multiple directions. External rooms are flexible, featuring bistro and bench seating, as well as planters for informal gatherings or outdoor dining. Larger terraces include seating and areas for activities like table tennis. Square paving denotes circulation routes, while decking and synthetic grass mark specific activity zones. Fixed benches are strategically placed to maximize views towards the Clyde in the south.

The proposed materials and design features of these spaces are as below:

1. Terrace receiving west / east light predominantly
2. External rooms

### 3. External terraces

Further details of landscaping, planting, materials, lighting, furniture etc to the roof terraces, the central garden square and the main public realm will be required prior to work commencing on site. Planning conditions have been recommended to ensure high standards of design, implementation and maintenance.

### Accommodation

A total of 394 units are proposed. Flats are designed with internal amenity spaces to support residents in working from home, exercising, and hosting events. The table of accommodation details unit numbers, proportions within development and minimum sizes.

Unit Size	Percentage	Quantum	Minimum Unit Size
Studio	9.6%	38	38.9 m2
1 Bed/ 2 person	47.7%	188	45.1 m2
2 bed/ 4 person	34%	134	69.6 m2
3 bed/ 6 person	3%	12	86.6 m2
2 bed/ 4 person maisonette	5%	19	85.1 m2
3 bed/ 6 person maisonette	0.7%	3	107.7 m2
Total Units		<b>394</b>	

### SPECIFIED MATTERS

Planning legislation now requires the planning register to include information on the processing of each planning application (a Report of Handling) and identifies a range of information that must be included. This obligation is aimed at informing interested parties of factors that might have had a bearing on the processing of the application. Some of the required information relates to consultations and representations that have been received and is provided elsewhere in this Committee report. The remainder of the information, and a response to each of the points to be addressed, is detailed below.

#### A. Summary of the main issues raised where the following were submitted or carried out

##### i. an environmental statement

Not applicable

##### ii. an appropriate assessment under the Conservation (Natural Habitats etc.) Regulations 1994

Not applicable

##### iii. a design statement or a design and access statement

A design and access statement has been provided.

##### iv. any report on the impact or potential impact of the proposed development (for example the retail impact, transport impact, noise impact or risk of flooding)

Noise Impact Assessment, Flood Risk Assessment, Drainage Impact Assessment, Daylight Impact Assessment, Wind Microclimate Assessment,

#### B. Summary of the terms of any Section 75 planning agreement

A financial contribution of £308,025 is required towards Interim Planning Guidance IPG 12 Open Space Provision requires to be secured. This would be split between children's play and outdoor sport as outlined later in the report.

A financial contribution of £57,000 is required towards Fastlink.

A management arrangement is also required to be put in place through the legal agreement in order to secure the long-term management and maintenance of the building in operation for Build to Rent.

Prior to first occupation of Phase 1, the Proprietor will provide evidence to GCC demonstrating that appropriate arrangements have been put in place with car club operator to fund the provision of car club vehicles in accordance with details to be agreed with the Planning Authority.

### **C. Details of directions by Scottish Ministers under Regulation 30, 31 or 32**

These Regulations enable Scottish Ministers to give directions

#### **i. with regard to Environmental Impact Assessment Regulations (Regulation 30)**

Not applicable

#### **ii.**

**1. requiring the Council to give information as to the manner in which an application has been dealt with (Regulation 31)**

Not applicable

**2. restricting the grant of planning permission**

Not applicable

#### **iii.**

**1. requiring the Council to consider imposing a condition specified by Scottish Ministers**

Not applicable

**2. requiring the Council not to grant planning permission without satisfying Scottish Ministers that the Council has considered to the condition and that it will either imposed or need not be imposed.**

Not applicable

### **Policies**

There relevant National Planning Framework (**NPF4**) policies covered in the below assessment are as follows:

**Policy 1. Tackling the climate and nature crises**  
**Policy 2. Climate mitigation and adaptation**  
**Policy 3. Biodiversity**  
**Policy 7. Historic assets and places**  
**Policy 9. Brownfield, vacant and derelict land and empty buildings**  
**Policy 12. Zero waste**  
**Policy 13. Sustainable transport**  
**Policy 14. Design, quality and place**  
**Policy 15. Local living and 20 minute neighbourhoods**  
**Policy 16. Quality homes**  
**Policy 19. Heat and cooling**  
**Policy 20. Blue and green infrastructure**  
**Policy 22. Flood risk and water management**  
**Policy 23. Health and safety**  
**Policy 27. City, town, local and commercial centres**  
**Policy 31. Culture and creativity**

With regards the Glasgow City Development Plan (CDP), the relevant Policy and Supplementary Guidance is as follows:

### **Policies**

**CDP1 The Placemaking Principle**  
**CDP2 Sustainable Spatial Strategy**  
**CDP4 Network of Centres**  
**CDP5 Resource Management**  
**CDP6 Green Belt and Green Network**  
**CDP8 The Water Environment**



**CDP9 Historic Environment**  
**CDP11 Sustainable Transport**  
**CDP12 Delivering Development**

**Supplementary Guidance**

**SG1 – The Placemaking Principle**  
**SG2 – Sustainable Spatial Strategy**  
**SG4 – Network of Centres**  
**SG5 – Resource Management**  
**SG6 - Green Belt and Green Network**  
**SG9 – Historic Environment**  
**SG11 – Sustainable Transport**  
**IPG12 – Delivering Development**

The City Development Plan contains two overarching policies: CDP 1 The Placemaking Principle and CDP 2 Sustainable Spatial Strategy, which must be considered in relation to all development proposals. Other policies and associated supplementary guidance provide more details on specific land uses or environments which contribute to meeting the requirements of the overarching policies.

National Planning Framework 4 (NPF 4) was adopted on 13<sup>th</sup> February 2023. NPF 4 is the national spatial strategy for Scotland. It sets out spatial principles, regional priorities, national developments and national planning policy for Scotland.

## **Assessment and Conclusions**

Sections 25 and 37 of the Town and Country Planning (Scotland) Acts require that when an application is made, it shall be determined in accordance with the Development Plan unless material considerations dictate otherwise.

The issues to be taken into account in the determination of this application are therefore considered to be:

- a) whether the proposal accords with the statutory Development Plan; and
- b) whether any other material considerations (including objections) have been satisfactorily addressed.

**In respect of (a)**, the Development Plan comprises National Planning Framework 4 adopted on the 13th February 2023 and the Glasgow City Development Plan adopted on the 29th March 2017.

### **a) Development Plan**

Given the scale and potential impact of the proposal, it is important to consider that national context which helps guide decision making at local level.

### **National Planning Framework 4**

National Planning Framework 4 was adopted on 13th February 2023. In the case of this application there is not considered to be any significant conflict between the proposals and the policies of NPF4 and it is considered that the proposals comply with the overall approach of the revised NPF4. It should be noted that the proposal lies within the designation of the **Clyde Mission National Development**. The intention of Clyde Mission is to support the delivery of investment and reuse of brownfield land and delivery policy intentions including “compact urban growth” and “local living”. The Mission applies to a range of development types including “mixed use, which may include residential development of brownfield land”. As a consequence of this designation the application is elevated to the designation of National Development.

The assessment of the proposal against these policies is as below:

### **Policy 1 Tackling the Climate and Nature Crises**

*“When considering all development proposals significant weight will be given to the global climate and nature crises.”*

This policy seeks to encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

**Comment:** The application site is located within an urban area, the site is currently vacant and previously served as a car dealership. Consequently, the structures on the eastern boundary, associated with this prior use are now obsolete, leaving the rest of the site configured as hardstanding. The previous development would have generated a significant number of vehicle borne trips on a daily basis contributing congestion and affecting air quality. The site has no biodiversity value and is hard-landscaped.

The proposal would redevelop the site providing a mix of uses in a more appropriate urban built form of flatted blocks, introducing high density housing in the inner urban area, which would benefit from sustainable transport choices. This provides ample opportunity for local living as well as compact urban growth through the formation of two residential blocks within an area previously occupied by low level commercial buildings of no quality and a large car park/hardstanding. The proposed development would provide an opportunity for people to live and work and help sustain the various other uses associated with this particular development as well as existing retail and commercial uses within the surrounding area.

The extensive landscaping detailed within the submission sets out a framework for the delivery of blue and green infrastructure in the area with numerous areas of soft landscaping proposed across the site as well as street trees and roof terraces.

The proposal marks an opportunity to significantly improve the biodiversity and natural culture of the site and subject to conditions, the proposal accords with Policy 1 on tackling the climate and nature crises.

## **Policy 2. Climate mitigation and adaptation**

- a) *Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.*
- b) *Development proposals will be sited and designed to adapt to current and future risks from climate change.*
- c) *Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.*

**Comment:** Given that the application site is a brownfield site occupied by a commercial/ retail use dominated by car use and hardstanding, it does not contribute any existing mitigations or adaptations towards current or future risks from climate change.

The proposal would see the redevelopment of the application site in line with current and emerging energy efficiency requirements. The proposal would realise the provision of housing and employment opportunities within the inner urban area, served by high accessibility to multiple transport methods promoting sustainable transport and justifying the scale and density of the proposal. The scheme would provide significant biodiversity gain across a large block where presently there is none and incorporate flood resilience through an embedded blue and green infrastructure strategy.

Subject to conditions, the proposal accords with Policy 2 on climate mitigation and adaption.

## **Policy 3. Biodiversity**

- a) *Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.*
- b) *Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:*
  - i. *the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;*
  - ii. *wherever feasible, nature-based solutions have been integrated and made best use of;*
  - iii. *an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;*

- iv. *significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long-term retention and monitoring should be included, wherever appropriate; and*
- v. *local community benefits of the biodiversity and/or nature networks have been considered.*

**Comment:** The application site by nature of its current design and use does not contain any existing landscaping or contribute to any habitats. The proposal is a mixed-use development and would establish significant opportunities for biodiversity creation, nature based development solutions, particularly in relation to surface water management, and the potential for growing spaces. The proposal incorporates a range of soft landscaped locations and the introduction of 69 trees which would enhance the existing performance of the sit and provide benefits for existing and new residents.

Subject to conditions, the proposal accords with Policy 3 on biodiversity.

#### **Policy 7. Historic assets and places**

- a) *Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.*

*Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.*

- b) *Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:*
  - i. *architectural and historic character of the area;*
  - ii. *existing density, built form and layout; and*
  - iii. *context and siting, quality of design and suitable materials.*

**Comment:** The Application Site has no listed buildings, Conservation Area status, and historical or architectural significance, and in its current form makes minimal contribution to the existing townscape character. However, it is in proximity to St Vincent Crescent and Park Conservation Areas, as well as several listed and proposed tall buildings in the wider area. Extensive consideration has been given to the impact of the design and layout of the proposed development set out within the Design and Access Statement and the Heritage, Townscape Visual Impact Assessment(HTVIA).

Through the HTVIA a qualitative assessment of heritage assets was conducted, considering their significance and potential impacts on the proposed scheme. The area's character was assessed, leading to the identification of Townscape Character Areas (TCAs) for character and typology analysis, which informed the viewpoint selection for the assessment. The proposal was shaped through this proposes in conjunction with other modelling methods used by the Planning Authority.

This work informed the design process of the applicants' architects and included revisions to height and configuration of the scheme in dialogue with officers. It's considered that the proposed revised design and layout would not present any significant impact on the setting or character of the nearby conservation area or listed building. As is evidence in the photographic comparison studies, across the view points used for assessment the vast majority are considered to not have a visible view or in a number of cases minor beneficial impact. The only case of minor adverse impact is recorded where the proposal would be rear in the backdrop of the Finnieston Crane, however, this would form part of a wider backdrop and not impact on views of the Crane itself, hence the minor rating.

Subject to conditions, the proposal accords with Policy 7 on historic assets and places.

#### **Policy 9. Brownfield, Vacant and Derelict Land and Empty buildings**

- a) *Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.*
- b) *Proposals on greenfield sites will not be supported unless the site has been allocated for*

*development or the proposal is explicitly supported by policies in the LDP.*

- c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.*
- d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.*

**Comment:** The application site is a brownfield site and has no discernible existing biodiversity value. The proposal would see the reuse of this site and deliver housing and commercial uses in resiliently designed buildings that will achieve ambitious sustainability standards, considering whole life cycle, incorporate green and blue infrastructure and introduce significant biodiversity enhancements. It is noted that the policy states that demolition is the least preferred option, however, the gains proposed within the Design and Access Statement in respect of environmental improvements would not be possible based on the current design and layout of the application site and the nature of the existing building would clearly constrain any prospect of meaningful redevelopment.

The proposal accords with Policy 9 on Brownfield, vacant and derelict land and empty buildings.

### **Policy 12. Zero waste**

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.*
- b) Development proposals will be supported where they:
  - i. reuse existing buildings and infrastructure;*
  - ii. minimise demolition and salvage materials for reuse;*
  - iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;*
  - iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;*
  - v. use materials that are suitable for reuse with minimal reprocessing.**
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
  - i. provision to maximise waste reduction and waste separation at source, and*
  - ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.**

**Comment:** The existing buildings are not suitable for conversion to the range of uses proposed due to its design and construction. The potential benefits resulting from the proposed development in terms of re-population, placemaking and future sustainability, through design, material choice and energy use must be weighed against the carbon cost of demolition, and it is considered that these cumulative advantages justify the case for demolition and redevelopment. In order to ensure as much of the existing building fabric is salvaged for reuse, repurposing and recycling and to minimise waste, a condition is proposed to require the applicant demonstrate the undertaking of this process..

A Site Waste Management Plan (SWMP) will be prepared as part of the CEMP, the extent of this would be controlled via planning condition and would set out how waste would be managed and controlled during demolition and construction of the Proposed Development.

Subject to conditions, the proposal accords with Policy 12 on zero waste

### **Policy 13. Sustainable transport**

- a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:
  - i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.*
  - ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.*
  - iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water**

systems).

- b) *Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:*
  - i. *Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;*
  - ii. *Will be accessible by public transport, ideally supporting the use of existing services;*
  - iii. *Integrate transport modes;*
  - iv. *Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;*
  - v. *Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;*
  - vi. *Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;*
  - vii. *Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and*
  - viii. *Adequately mitigate any impact on local public access routes.*
- c) *Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.*
- d) *Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.*
- e) *Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.*
- f) *Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.*

**Comment:** The application site is located within the inner urban area where prospective residents will have excellent provision of surrounding amenity, services and infrastructure within walking distance as well as within the application site itself. As part of the proposal permeability of the site will be improved enhancing the attractiveness of active travel journeys.

The proposal, a mix of residential and retail/commercial use, is located in an area which would not increase reliance on the private car, given the range of public transport options and the availability of existing car and cycle hire facilities.

The application would see a significant reduction in the level of parking provision from the previous use of the site since it would result in the redevelopment of the associated car park that was used for the car sales and servicing business. Therefore, the impact on the existing road network has been limited and it should be noted that the level of parking has been reduced by 12 spaces to a total of 47 during consideration of the application. Nevertheless, vehicular access will be retained to a reduced level of parking as well as for delivery, servicing and emergency vehicles.

Electric Vehicle charging for residents is provided at 100% provision while there is secure cycle parking for a total of 565 spaces.

As this is a location well serviced by facilities and public transport it is considered that the level of parking proposed is consistent with the policy aspiration to reduce parking provision in appropriate locations. In addition, the applicant has indicated an intention to engage in providing a car club space or spaces which can be agreed and controlled via a legal agreement.

The proposal accords with Policy 13 on sustainable transport.

#### **Policy 14 Design, Quality and Place**

This policy seeks to:

*Encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.*

- a) *Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.*
- b) *Development proposals will be supported where they are consistent with the six qualities of successful places:*
  - *Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.*
  - *Pleasant: Supporting attractive natural and built spaces.*
  - *Connected: Supporting well connected networks that make moving around easy and reduce car dependency.*
  - *Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.*
  - *Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.*
  - *Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.*

**Comment:** The proposed development complies with criteria (a) and (b) above. It is considered that the development, through the creation of new streets and repair of the urban fabric, detailed design, accessibility and contributions to the setting through landscaping, ground floor activation, lighting etc. is appropriate for the site and the wider location and will have a positive impact on the surrounding area and is consistent with the six qualities of place.

It is considered that the applicant has demonstrated commitment to high quality design and materials and has exhibited rigorous design evaluation including various design improvements over the course of the application process to meet higher design standards. As a result the form, layout and design would be a positive contribution to the site and the wider setting.

Subject to conditions, the proposal accords with Policy 14 on design, quality and place.

#### **Policy 15 Local Living and 20 Minute Neighbourhoods:**

*Development proposals will contribute to local living including, where relevant, 20minute neighbourhoods can be achieved. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development with the surrounding area, including local access to:*

- *sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;*
- *employment;*
- *shopping;*
- *health and social care facilities;*
- *childcare, schools and lifelong learning opportunities;*
- *playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;*
- *publicly accessible toilets;*
- *affordable and accessible housing options, ability to age in place and housing diversity.*

**Comment:** This is a brownfield site set amongst various land uses including residential and commercial and therefore presents a good opportunity to reinforce local living and deliver on the aspirations of this policy. It is situated immediately south of the Cranstonhill Yorkhill local centre which accommodates a range of retail, health and other service facilities. Its also notable that there is a not a great deal of publicly accessible open space within the immediate vicinity and therefore it is very welcome that the proposal intends to incorporate a public square in addition to private residents amenity space. In addition the proposal incorporates a total of 5 retail/commercial units include 3 smaller units of 30sqm, 63 sqm and 69 sqm respectively and two larger units fronting onto Finnieston Street of 416 sqm and 451 sq m. Therefore the proposal will make a contribution towards serving local population with walkable facilities. Taking all of these factors into account the development is deemed to be compliant with Policy 15 and demonstrates a suitable location for development of this scale and type.

Subject to conditions, the proposal accords with Policy 15 on local living and 20 minute neighbourhoods

#### **Policy 16 Quality Homes:**

*This policy seeks to encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.*

- *Good quality homes are at the heart of great places and contribute to strengthening the health and wellbeing of communities.*
- *Provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.*
- *More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.*

**Comment:**

The proposed development complies with the criteria above. Although not classed as 'affordable housing', the development will introduce a 'Build to Rent' offer that is not prevalent in the Finnieston area, extending the existing range of tenure. It will provide a range of new homes, with variations of studio, 1/2/3 bedroom apartments in an appropriate location with access to an array of facilities and services. Utilising a long term vacant site, the proposal will be constructed to a high standard contributing to emissions targets and will not have a detrimental impact on the character or environment.

Policy 16 introduces a requirement for market housing developments to include 25% affordable housing, based upon need in the local area informed by the local development plan. The City Development Plan has determined that affordable housing should be met through the Strategic Housing Investment Programme rather than a specific affordable housing policy. This is an established position of the Council and has overseen significant investment in affordable housing throughout the City. It is therefore the case that the policy goals are being met through the extant City Development Plan.

Therefore, it is not considered appropriate to apply a percentage affordable housing requirement relative to NFP4 for the time being, until we have agreed in more detail how this can be applied across different areas in the City, based upon need.

Subject to conditions, the proposal accords with Policy 16 on quality homes.

**Policy 18. Infrastructure First**

*The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.*

**Comment:** Given the urban location of the proposal on a brownfield site, much of the critical infrastructure required to service the development and its inhabitants is already in place, albeit there will be a necessity to upgrade this given the scale and nature of the development and associated increase in population. The nature of the proposed use means that its impact upon road infrastructure is effectively controlled.

Open space will be considered in under IPG 12 of the City Development Plan below, subject to conditions, the proposal accords with Policy 18 on infrastructure first.

**Policy 19. Heat and Cooling**

- a) *Development proposals within or adjacent to a Heat Network Zone identified in an LDP will only be supported where they are designed and constructed to connect to the existing heat network.*
- b) *Proposals for retrofitting a connection to a heat network will be supported.*
- c) *Where a heat network is planned but not yet in place, development proposals will only be supported where they are designed and constructed to allow for cost-effective connection at a later date.*
- d) *National and major developments that will generate waste or surplus heat and which are located in areas of heat demand, will be supported providing wider considerations, including residential amenity are not adversely impacted. A Heat and Power Plan should demonstrate how energy recovered from the development will be used to produce electricity and heat.*
- e) *Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.*

**Comment:** The application site is not within or adjacent to a Heat Network Zone. The application has met the City Development Plan requirement for a Statement on Energy, as addressed below under CDP 5 and SG 5 'Resource Management'. The Energy Strategy document submitted states that in order to achieve compliance, low carbon design principles have been recommended including enhanced fabric thermal performances and passive solar strategies that will reduce building energy demands. Energy efficient systems and renewable technologies have been recommended with Air Source Heat Pumps (ASHP) and photovoltaic panels identified as the preferred technology.

Subject to conditions, the proposal accords with Policy 19 on heating and cooling

#### **Policy 20. Blue and Green Infrastructure**

- a) *Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.*
- b) *Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances.*
- c) *Design will take account of existing provision, new requirements and network connections (identified in relevant strategies such as the Open Space Strategies) to ensure the proposed blue and/or green infrastructure is of an appropriate type(s), quantity, quality and accessibility and is designed to be multifunctional and well-integrated into the overall proposals.*
- d) *Development proposals that include new or enhanced blue and/or green infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.*

**Comment:** The proposed development will not result in loss or fragmentation of existing blue or green infrastructure. At present the application site has no blue or green infrastructure of any note. The proposal will see the development of landscaped amenity space and public realm providing new green infrastructure in a part of the inner urban area where this type of provision is constrained.

Subject to conditions, the proposal accords with Policy 20 on blue and green infrastructure.

#### **Policy 22. Flood Risk and Water Management**

- c) *Development proposals will:*
  - i. *not increase the risk of surface water flooding to others, or itself be at risk.*
  - ii. *manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;*
  - iii. *seek to minimise the area of impermeable surface.*
- d) *Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.*

**Comment:** The applicant has provided a Flood Risk Assessment and details of the proposed surface water drainage strategy to ensure the site is suitably screened for flood risk and the surface water drainage is dealt with appropriately.

#### **Policy 23. Health and Safety**

- a) *Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.*
- b) *Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.*
- c) *Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.*
- d) *Development proposals that are likely to raise unacceptable noise issues will not be supported.*



*The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.*

- e) *Development proposals will be designed to take into account suicide risk.*

**Comment:** The proposed development includes a mix of internal private courtyard, semi-private spaces, roof terraces and opportunity for informal play.

The proposal offers opportunities for exercise, growing spaces and relaxation spaces which will benefit the mental health of future residents.

The proposed development would, through the Building Warrant process, meet the Scottish Building Regulations and therefore be designed to minimise suicide risk.

The proposal accords with Policy 23 on health and safety.

## **Policy 27. City, Town, Local and Commercial centres**

- a) *Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.*
- b) *Development proposals will be consistent with the town centre first approach. Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces:*
- i. will be supported in existing city, town and local centres, and*
  - ii. will not be supported out with those centres unless a town centre first assessment demonstrates that:*
    - all centre and edge of centre options have been sequentially assessed and discounted as unsuitable or unavailable;*
    - the scale of development cannot reasonably be altered or reduced in scale to allow it to be accommodated in a centre; and*
    - the impacts on existing centres have been thoroughly assessed and there will be no significant adverse effect on the vitality and viability of the centres.*
- c) *Development proposals for non-retail uses will not be supported if further provision of these services will undermine the character and amenity of the area or the health and wellbeing of communities, particularly in disadvantaged areas. These uses include:*
- i. Hot food takeaways, including permanently sited vans;*
  - ii. Betting offices; and*
  - iii. High interest money lending premises*
- e) *Development proposals for residential development within city/town centres will be supported, including:*
- i. New build residential development.*
  - ii. The re-use of a vacant building within city/ town centres where it can be demonstrated that the existing use is no longer viable and the proposed change of use adds to viability and vitality of the area.*
  - iii. The conversion, or reuse of vacant upper floors of properties within city/town centres for residential.*
- f) *Development proposals for residential use at ground floor level within city/town centres will only be supported where the proposal will:*
- i. retain an attractive and appropriate frontage;*
  - ii. not adversely affect the vitality and viability of a shopping area or the wider centre; and*
  - iii. not result in an undesirable concentration of uses, or 'dead frontages'.*
- g) *Development proposals for city or town centre living will take into account the residential amenity of the proposal. This must be clearly demonstrated where the proposed development is in the same built structure as:*
- i. a hot food premises, live music venue, amusement arcade/centre, casino or licensed premises (with the exception of hotels, restaurants, cafés or off licences); and/or*
  - ii. there is a common or shared access with licenced premises or other use likely to be detrimental to residential amenity.*

**Comment:** The proposal will see the redevelopment of a large urban block within the inner urban area. The block is almost entirely occupied by a large vacant car sales business with commercial units

and car parking. The proposal would reintegrate this block through the creation of two development plots, creation of new streets and pedestrian routes, including hard and soft landscaping. In respect of the uses proposed, the introduction of a large residential component within this area of the will serve to enhance the vitality and viability of the other commercial and retail uses proposed.

Situated on the immediate edge of the local centre, the proposed mix use development would be acceptable in the proposed location which has the capacity to host the uses proposed within the application site. By nature of its location and taking into account the changing dynamics of the surrounding area, the proposed mix of commercial and retail at ground floor with residential in the upper is acceptable.

Subject to conditions, the proposal is in accordance with Policy 27 on city, town, local and commercial centres

### **Policy 31. Culture and creativity**

- a) *Development proposals that involve a significant change to existing, or the creation of new, public open spaces will make provision for public art. Public art proposals which reflect diversity, culture and creativity will be supported.*

**Comment:** The design and access statement and proposed layout shows the creation of significant new public realm within the site. The formation of the Garden Square area presents an opportunity for a new public open space with significant potential for the inclusion of public area. Further details of this would be required by condition.

In conclusion, the proposal is considered to fully comply with the relevant NPF4 policies, subject to mitigation and suitable conditions.

## **Glasgow City Development Plan**

### **CDP 1 – The Placemaking Principle & SG 1 – Placemaking**

Policy CDP 1: The Placemaking Principle aims to improve the quality of development taking place in Glasgow by promoting a design-led approach. This will contribute towards protecting and improving the quality of the environment, improving health and reducing health inequality, making the planning process as inclusive as possible and ensuring that new development attains the highest sustainability levels.

It advises that in order to be successful, new development should aspire to achieve the six qualities of place as defined in draft Scottish Planning Policy and reinforced by Creating Places and Designing Streets.

- It is distinctive;
- It is safe and pleasant;
- It is easy to move around and beyond;
- It is welcoming;
- It is adaptable; and
- It is resource efficient.

The application site is located within the City Centre, where CDP 1 outlines specific placemaking priorities as:

- a) Retaining and enhancing townscape and civic character;
- b) Promoting high quality, innovative design;
- c) Safeguarding and supporting investment and existing uses;
- d) Encouraging high quality residential development;
- e) Improving the pedestrian and cycling experience;
- f) Ensuring that public spaces are well activated with appropriate levels of activity at different times of the day and night; and
- g) Encouraging and supporting a mix of complementary uses.

**Comment:** The proposal to mend the urban form involves the removal of an expansive commercial building surrounding by extensive surface parking with new mixed residential development of scale. In respect of these policy priorities, the proposal will see a significant improvement in the townscape and open up a large city block previously dominated by a single use with a negative impact on townscape..

This will see the reinstatement of the urban form through the creation of 2 development plots and a high quality design. The mixed-use proposal will provide significant opportunities for a variety of uses at ground floor level and the creation of residential units in the upper floors provides the footfall required to service these uses. Permeability and active transport opportunities would be further strengthened with the opening up of and creation of the new Mews and pedestrian routes. The design and access statement anticipates retail uses and commercial use at ground floor and the design of the public realm gives the opportunity to provide public spaces which are well overlooked and fully utilised. Given the introduction of a residential population at this location the public spaces have the opportunity to be populated at day and night and adapt their use accordingly.

CDP 1 also advises that the associated supplementary guidance SG1 will provide guidance to promote the overarching Placemaking Principle offering guidance on Cultural Heritage, Community Facilities, Residential Development, Amenity, Energy Efficient Buildings, Waste Storage, recycling and collection and detailed design guidance on building materials.

**Supplementary Guidance SG1: The Placemaking Principle** comprises two parts. Part 1 provides the context and approach of Placemaking established in Policy CDP1 and Part 2 contains detailed assessment criteria relating to physical design.

Part 1 explains the 'placemaking principle' concept and how it will apply to new development in the City, stipulating that the onus will be on developers to fully consider, evaluate and apply the principles of Placemaking to individual schemes, as appropriate. Applicants must be able to show how their proposals meet placemaking requirements and how they have responded to relevant local development plan policies and associated supplementary guidance.

Part 2 of SG1 provides more detailed guidance on a number of topic based aspects of development. In particular, it establishes guidance for the design, layout, density, amenity, building materials, waste and recycling storage and energy efficiency of new buildings. All new development in Glasgow should be primarily design led and should be determined by the nature of a site, the wider site context and the City's broad urban design objectives.

### **Energy Efficient Buildings**

*All new development in Glasgow will be expected to incorporate a range of resource efficiency measures in order to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources, see also SG5 - Resource Management. In order to achieve a resource efficient development, developers should consider the following:*

- a) *Development and Building Layout;*
- b) *Building Design; and*
- c) *Landscaping.*

**Comment:** In terms of energy efficient buildings the project has been designed to maximise the energy efficiency of the building fabric in order to minimise energy consumption, reduce CO2 emissions and make best use of the City's natural resources. The detail of this is considered under SG 5: Resource Management below.

### **Residential Development**

*The Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' second edition (PJ Littlefair, 2011) will be used to assess any impact upon daylight or sunlight.*

### **Residential Layouts**

*In order to meet placemaking principles, the Council seeks to promote the delivery of high quality residential environments that:*

- a) *are informed by a design-led approach that promotes sustainable development objectives;*
- b) *promote the creation of safe and integrated neighbourhoods that offer choices of movements/travel for all users and support healthy active lifestyles; and*
- c) *encourage overall quality and provide distinctiveness in new developments.*

**Comment:** In respect of the above criteria, through the Pre-Application process, PAC process, as well Design and Access Statement and development of the scheme in collaboration with council officers

the proposal has been design led from the early stages. The application will create a new residential hub, improve access through the area and integrate with the emerging built form in the immediate surrounding area. The architecture employed is of high quality as are the proposed materials and amenity provision on site. The layout will provide new routes through and across the site opening up what was previously a closed site to the surrounding neighbourhood whilst limiting the volume of vehicular traffic generated by the scheme both in the surrounding area and within the site.

**General Standards** - All residential developments must take into account the Placemaking Principles set out in SG1 - Placemaking, Part 1, as well as the guidance and standards set out in the Residential Design Guide (RDG). These criteria should be read in conjunction with the RDG and SG9 – The Historic Environment, where appropriate.

*Residential Layouts should:*

- a) *take a design-led approach towards aspect and orientation to maximise daylight and sunlight, reduce energy use, and prevent overlooking and loss of privacy, particularly when providing balcony and/or garden spaces (see RDG, Page 60 and the BRE 'Site Layout Planning for Daylight and Sunlight');*
- b) *make appropriate provision for refuse and recycling storage areas;*
- c) *wherever possible, retain all significant trees on sites, unless removal is necessary, e.g. for good arboricultural reasons;*
- d) *have roads designed to the standards set out in RDG;*
- e) *incorporate a SUDS strategy to take account of the space and design requirements of the required SUDS scheme; and*
- f) *ensure that all new homes do not have upper rooms, balconies etc which directly overlook adjacent private gardens/backcourts.*
- g) *ensure sufficient permeability through the provision of walking/cycling routes and open spaces connected to the wider paths network and other community facilities. Off road paths should be located centrally and be overlooked in order to promote public safety, see also SG1 - Placemaking, Part 1 and SG1 - Placemaking, Part 2, Detailed Guidance – Active Travel and SG6 - Green belt and Green Network.*

**Comment:** In respect of the above criteria for assessment, daylight and sunlight assessments within all proposed habitable rooms show overall adequacy with 84% meeting or exceeding the Average Daylight Factor (ADF) recommendation, and 67% surpass the No-Sky Line (NSL) recommendation. Regarding sunlight, 74% of applicable living rooms achieve good levels of Annual and Winter Probable Sunlight Hours (PSH). The performance aligns with other large-scale residential schemes in urban areas where a proportionate approach towards achieving standards is expected to be taken.

Instances of lower light levels result from balconies adjacent to windows within the proposed development. As such the design strives to balance daylight, sunlight, private amenity, overheating, and density. Optimization efforts ensure 90% of proposed habitable rooms meet recommended ADF levels or are marginally below, with only three units falling below the recommendation in the living space but still providing good daylight levels in at least one bedroom. Taking into account the nature and location of the development and overall policy expectation to deliver a higher density development, it is considered that the proposal would meet the requirements of policy.

Waste and recycling areas are detailed on the plans and subject to final approval by conditional from the councils refuse management section are considered acceptable.

The site has no biodiversity value at present but will see significant gains in terms of tree planting. The proposal has been submitted with a fully developed landscaping proposal.

The roads layout has been assessed by an Engineer in Transport Planning and meet the relevant standards of the Residential Design Guide (RDG). The proposal is supported by SUDS scheme which has similarly been assessed by an Engineer in Flood Risk Management and is found to meet the relevant standards.

Privacy levels have been assessed and there would be no impact on privacy of residents external to the site or internally to other properties. In part this has been achieved following to introduction of a suitable offset established within Block A from the approved scheme on the corner of Minerva Street and West Greenhill Place to ensure privacy levels to the rear elevation are maintained.

In terms of permeability, significant gains have been made from the current site which has no direct route through or connectivity to the wider street network. The proposal would see the creation of a new east west route traversing the site which is pedestrian freindly with passive overlooking from the residential properties.

**Additional Standards for Flatted Developments** - In terms of communal private garden space, flatted developments should:

- a) provide usable communal private garden spaces as “backcourts”. Design and layouts should ensure privacy, particularly for ground floor residents (see RDG for guidance); and
- b) where a site’s configuration or particular characteristics limits the ability to provide private garden space, then developers will be expected to:
  - i. provide creative alternative solutions (e.g. shared roof garden, usable balconies); and
  - ii. bring forward mitigation measures to improve internal amenity (e.g. more generous room sizes).
  - iii. make outside provision for clothes drying, in areas screened from public view and not subject to excessive overshadowing.

**Comment:** Both blocks have provision for a private podium deck at first floor providing ‘backcourt’ type private amenity space, in addition, rooftop gardens and private residents only space is integrated into the design of both blocks. At ground floor, where practical, maisonette properties have private garden spaces with suitable privacy buffers.

*In terms of privacy and aspect in relation to flatted development, the following guidance applies:*

- a) Ideally all flats should have dual aspect (where single aspect is proposed developers will require to show that the amenity enjoyed by the flats is similar, if not better than that of dual aspect flats in a similar location. This will include consideration of the flat’s outlook);
- b) privacy is also important to the rear of flats, where ambient noise levels are lower. Habitable rooms, therefore, should be set back from public or common footpaths or areas of open space, parking or waste storage (this could be secured, for example, by the formation of private garden space between habitable rooms and any such use); and
- c) flatted development, built on existing street frontages, should maintain established building lines and window patterns. Where there is no established building line, development should be set back from the pavement to ensure privacy for ground floor habitable rooms.

**Comment:** Where single aspect flats are proposed they benefit from balconies and relatively generous space provision that is in excess of comparable developments approved in other urban locations in the city along with generously proportioned windows. In addition to the private spaces, all flats benefit from co-working spaces, communal residents’ lounges, a gym and private amenity spaces to the ground floor and roof top. The density required to meaningfully redevelop this urban location means that provision of single aspect units is inevitable, and this is an established offer in inner urban sites such as this. Notwithstanding this, through the provision of on site amenity and the size of individual units, it is considered that the single aspect units are of sufficient amenity to be considered acceptable.

## **Residential Density**

*General Principles – The appropriate density of residential development will vary according to:*

- a) location;
- b) context and setting;
- c) the scale and massing of adjacent buildings; and
- d) public transport accessibility and active travel opportunities.

*Variations in the general density standards may be permitted where a justification is provided based on the factors listed above or for developments of exceptional urban design quality,*

### **General Density Standards –**

#### **A. Higher densities will, generally, be appropriate, in the:**

- ii Inner Urban Areas: Density may vary between 30 and 100 DPH in base accessibility locations, whilst higher densities will be expected in high accessibility locations and should be justified against the General Principles outlined above. Account will also be taken of the availability and capacity of broader infrastructure and community facilities to accommodate increased use.

**Comment** The scale, form and density of the proposal has taken account of the characteristics set out above including the proximity to public transport (and existing facilities) as well potential for active travel. Accordingly the density of the proposal is well above 100 DPH at just over 400 DPH. The scale and massing of adjacent buildings is mixed but the key references have been taken from the development to the east which is more recent and reflects the greater density that this location is expected to provide based upon national and local policy. Therefore the density is considered appropriate for this location.

### **Design and Materials**

Policy SG 1 (Part Two) Section 5 – Detailed Design identifies that all new development, depending on the nature and scale of the development, will:

- a) *employ high quality facing and roofing materials that complement and, where appropriate, enhance the architectural character and townscape quality of the surrounding area;*
- b) *use robust and durable materials that fit their context and are capable of retaining their appearance over time and in Glasgow's climate; and*
- c) *acknowledge the local architectural and historic context through the use of appropriate materials.*

A high level of design sophistication will be expected. Proposals should:

- a) *avoid flat and visually dull facades, especially in areas of sensitive architectural urban form;*
- b) *acknowledge and respond to the existing datums, courses and proportions found in the surrounding built environment; and*
- c) *acknowledge and harmonise with the range of textures and tones in the surrounding buildings and streetscape.*

**Comment:** The applicants have explained that the choice of building materials has been informed by the architectural character of Finnieston's industrial heritage with red brick a predominant material and buff brick incorporated to offer a response to wider residential development in the area. Whilst responding to context, these are clearly robust materials that retain the opportunity to deliver texture and depth which is reinforced by the incorporation of depth in the bay treatments throughout the development. The elevational treatments have subtly retained a very limited pallet of materials and rely on architectural detailed to activate the various façades with significant depth of reveals and varied rhythms in fenestration all resulting in an attractive external finish.

### **Outdoor Access**

*Guidance seeks to ensure that walking routes are*

- a) *barrier free avoiding steps, pinch points, steep gradients*
- b) *have generosity of space and able to accommodate buggies and wheelchairs as well as pedestrians*
- c) *safe and benefit from passive surveillance with clear sight lines; and*
- d) *well surfaced*

**Comment** The public realm and active routes within and throughout the site do meet these criteria and generally make for a far more welcoming environment for new residents and other users of the network.

### **Waste Storage, Recycling and Collection**

*Paragraphs 7.1 – 7.4 of SG1 establish criteria for 'Waste Storage, Recycling and Collection'. All new developments must include appropriate and well-designed provision for waste storage, recycling and collection which meets the City's wider placemaking objectives. All waste/recycling areas must be located discreetly to ensure no adverse visual impact or cause traffic/noise nuisance to neighbours.*

**Comment:** The proposals in this instance will accommodate refuse and recycling provision in dedicated storage arrangements within the building at ground floor level, with refuse shoots on each level which is intended to maximise accessibility for all users. The servicing of the refuse areas would be from West Greenhill Place to the south and the proposed mews to the north.

## CDP 2 – Sustainable Spatial Strategy

This policy provides a spatial representation of The Plan's strategy, with a strong emphasis on placemaking, health and wellbeing, and sustainability. To achieve the aim of the policy, it is recognised that intervention is required in some areas of the City. The Policy therefore highlights that Spatial Supplementary Guidance will be prepared for these priority areas in accordance with the Sustainable Spatial Strategy.

Key policy criteria include

- Supporting the regeneration of the River Clyde Development Corridor (SDF)

**Comment** The River Clyde SDF seeks to promote the river corridor as a major regeneration project and deliver sustainable development along the river corridor. These aims are supported by key outcomes including unlock new development, supporting higher density and a mix of uses, creating more walking and cycling routes. The proposal is consistent with these high level aims.

- Protecting and reinforcing town centres as the preferred location for footfall generating uses

**Comment** As an edge of centre site, the proposal will reinforce the vitality and viability of what is a successful centre with versatile new units along with further catchment populations in very close proximity the range of facilities in Cranstonhill and Yorkhill Centre.

- Utilising brownfield sites in preference to greenfield sites

**Comment** The development density serves as an opportunity to direct high volume development to a brownfield location reducing the demand to develop less sustainable greenfield sites.

- Prioritise the remediation and reuse of vacant and derelict land

**Comment** The site has been vacant for more than 3 years and provides an excellent opportunity to revitalise the location and support wider regeneration in the vicinity.

- Contributed to the development of vibrant and accessible residential neighbourhoods

**Comment** The mix of uses proposed and density offered will serve to bring more footfall and activity to the area at all times creating a safer and more welcoming environment.

- Support higher residential densities in sustainable locations; and

**Comment** This high density development is in a very sustainable location on the edge of a town centre and less than a kilometre from the western flank of the city centre while it is well served by a range of public transport options.

- Contribute towards the development of active travel networks.

**Comment** By enabling accessibility through the site at the northern end the proposal will greatly improve permeability as well as creating a more welcoming and active environment for pedestrians.

Taking all of these factors into account the proposal is considered to be compliant with the intentions and expectation of Policy CDP2.

## CDP 4 – Network of Centres & SG 4 – Network of Centres

Policy CDP 4 aims to ensure that all of Glasgow's residents and visitors have good access to a network of centres which are vibrant, multi-functional and sustainable destinations providing a range of goods and services. This will be achieved by: maintaining and strengthening the role of Glasgow City Centre as the key economic driver in the West of Scotland; protecting and revitalising all Town Centres within the Network; supporting the 'Town Centres First' principle by directing appropriate footfall generating uses to Town Centres; supporting the role that Town Centres play as integrated transport hubs and encouraging travel by sustainable means to and between Centres; and embracing the principles of placemaking, and building on the strengths of each Centre.

SG 4 seeks to direct town centre uses, like Class 1a (retail, financial, professional and other services) to town centres as the most appropriate accessible location. As part of this it states that proposals for

retail use shall be considered in terms of the sequential approach in terms of how they are to be located.

This involves an order of preference of:

- 1 Town centre (including local centres like Cranstonhill and Yorkhill)
- 2 Edge of Centre locations
- 3 Other Retail and Commercial Leisure Centres
- 4 Out of centre locations that are easily accessible by a choice of transport modes.

**Comment** While the application site and proposed retail use is outwith the local centre designation it is situated immediately on the edge of the designation which covers the Lidl shop to the north. Whilst it is the second preference sequentially its notable that the overall level of retail floorspace is under 1,000sqm which is the main threshold for controlling retail uses outwith centre. Weight must also be given to the fact that the commercial ground floor uses will serve to activate and animate the ground floors and allow it to operate as a mixed use development which is a positive characteristic of the proposal. On balance therefore, it is considered that the proposal is in accordance with SG 4 Network of Centres.

### **Policy CDP 5 and SG 5 – Resource Management**

Policy CDP 5 aims to ensure that Glasgow: supports energy generation from renewable and low carbon sources; promotes energy efficient design and use of low and zero carbon generating technologies in new development; helps safeguard communities from the potentially adverse impacts of energy generation or oil/gas extraction; makes efficient use of energy generation and/or industrial processes by supporting combined heat and power systems and district heating networks; manages its waste to minimise landfill and help meet national targets; and benefits from secure supplies of low carbon energy and heat. In this regard, the Council will support proposals that contribute to reducing greenhouse gas and overall energy use and facilitate the delivery of renewable energy and heat.

SG5 supports the above policy by providing detailed guidance on the use and derivation of energy and the processing of waste in new development. From the 1st September 2018, new planning applications are required to achieve Gold certification (i.e. 38% improvement of building regulations) with a Low or Zero Carbon Generating Technology (LZCGT) installed to provide a 20% reduction in CO2 emissions.

**Comment:** The applicant has submitted an Energy Strategy addressing these requirements. As part of this they have explained their intentions through building design to balance optimum performance of solar gain throughout the year. This involves the approach towards glazing proportions, shading strategies and the U value of walls and roofs.

It was established earlier that the site is not located to take advantage of an existing heat network. In the absence of this the Energy Strategy has concluded that an Air Source Heat Pump System is to be used for space heating and hot water requirements. This is proposed to be a centralised system that allows for easier maintenance and means that each apartment does not need individual systems. In addition the applications have proposed to incorporate up to 100 sq m of photo voltaic panels on roofing. Combined, these steps are generating a reduction as a result of renewables and energy efficiencies the proposal is expected to exceed standards by 60%. On this basis the SoE has met the requirements of the first stage of the CDP5 process and requires to be conditioned to ensure it is updated as the technical detail of the Building Warrant progresses through to completion. The proposal shall accord with CDP5 and SG5.

### **Policy CDP 6 and IPG 6 (SG 6) – Green Belt and Green Network**

Policy CDP 6 highlights that good quality, well-linked open spaces can help provide a range of benefits, including: amenity; a setting for the urban area; biodiversity; growing spaces; opportunities for active travel; recreation, and; flood management. The policy seeks to prevent the loss of open space and ensure that new development is well served by open spaces.

**Comment** There are narrow strips of land identified as amenity greenspace on the site which served as landscaping strips for the car park use. While these are protected, its considered that the considerable net increase in open space including the new publicly accessible garden square and courtyard would comfortably mitigate any loss. It is also noted that the replacement space will be situated in an accessible location within the site and will better serve local needs. Therefore, the



proposal is considered consistent with SG6.

## **Policy CDP 7 and SG 7 – Natural Environment**

Policy CDP 7 aims to ensure that Glasgow's natural environments are safeguarded, and where possible enhanced through new development. It is considered that the proposed development would not have an unacceptable effect either directly, indirectly, or cumulatively on areas designated for their landscape importance, nature conservation value, ecology, trees, woodlands, or hedgerows that are of importance and therefore is acceptable with regard to CDP 7.

SG7 (part 5) requires new development to enhance biodiversity, wherever possible. It states "wherever possible, development shall enhance biodiversity and/or habitat connectivity. New developments shall aim to incorporate existing habitats, enhance and expand them and/or help create new habitats as well as enhancing the ecosystem services that the development site currently supports, or could support. This can involve protecting and incorporating existing habitat features such as hedges, trees, ponds, streams, wetlands and even derelict areas into plans. These can be expanded and enhanced (such as by provision of bat and bird boxes, planting native species, green roofs etc) as part of the development proposal."

**Comment:** A preliminary ecological appraisal confirmed that the existing site offers very poor ecological value and that any loss of value can be adequately compensated through new native planting. The proposal includes areas of landscaping within the proposed garden square and courtyard, as well as on the roofs of some parts of the buildings. Through planting, design and ongoing maintenance, these areas should be capable of creating new habitats e.g. for birds and insects. Overall the proposal is capable of delivering a significant net benefit for biodiversity but this can be controlled via condition including delivering biodiversity enhancement within the fabric of the buildings themselves, eg by incorporation of bat bricks and bird boxes and by the inclusion of green roofs.

## **Policy CDP 8 and SG 8 – Water Environment**

Policy CDP 8, supported by supplementary guidance SG 8, explains that the Flood Risk Management (Scotland) Act 2009 (FRM Act) requires local authorities to manage and reduce flood risk and promote sustainable flood risk management, which will entail working with responsible authorities and stakeholders, such as SEPA, to meet legislative requirements. This will require action to assess and address flood risk in new development, including restricting development in certain areas of flood risk and designing new development to reduce flood risk at the development site and impact elsewhere. It also entails an assessment of flood risk across the City, as a basis for the identification and implementation of flood risk management measures.

Major investment will be required over the next 50 years to ensure that Glasgow's drainage networks can cope with a changing climate, and modelling is being undertaken to understand how rivers, sewers and watercourses work and interact with a view to helping identify the most effective integrated solutions.

In this regard, the policy aims to:

- aid adaptation to climate change;
- protect and improve the water environment;
- support the development of integrated green infrastructure;
- meet the requirements of the Flood Risk Management (Scotland) Act 2009 and Scottish Planning Policy 2014;
- help deliver the Metropolitan Glasgow Strategic Drainage Partnership Scheme; and;
- contribute to the reduction of overall flood risk and make satisfactory provision for SUDS.

**Comment:** The applicant has submitted a Flood Risk Assessment which states that it is proposed to discharge to an existing surface water sewer and Flood Risk Management officers are satisfied with the conclusion that the site is not at risk of flooding. The Drainage Strategy supporting the application has confirmed via Scottish Water that there is capacity within the existing sewer network to service the demands of the development. This sets out that surface water will be attenuated, treated and stored via SUDS before discharge to the network. This detail can be appropriately controlled via condition meaning the proposal is considered acceptable relative to CDP 8 and SG8 Water Management.

## **Policy CDP 9 and SG 9 – Historic Environment**

Policy CDP 9 states that the Council will protect, conserve and enhance the historic environment in line with Scottish Planning Policy/Scottish Historic Environment Policy for the benefit of our own and future generations. The Council will assess the impact of proposed developments and support high quality design that respects and complements the character and appearance of the historic environment and the special architectural or historic interest of its listed buildings, conservation areas, scheduled monuments, archaeology, historic gardens and designed landscapes and their settings. The Council is unlikely to support development that would have a negative impact on the historic environment.

SG 9 states that all proposals affecting the setting of Conservation Areas must:

- a) *preserve and enhance the special character and appearance of the area and respect its historic context;*
- b) *be of a high standard of design, respecting the local architectural and historic context and use materials appropriate to the historic environment;*
- c) *protect significant views into, and out of, the area;*
- d) *retain all existing open space, whether public or private, which contributes positively to the historic character of the area.*

**Comment:** The application site is situated approximately 100m south of St Vincent Crescent Conservation Area which contains the Category A listed terrace. Therefore, it is not in the immediate vicinity of the Conservation Area, however given the scale of the proposal it does have the potential to affect views into and out of the area and thereby affect the character of the historic environment. As outlined relative to NPF4 Policy 7, a Heritage Townscape Visual Impact Assessment was undertaken to establish potential impacts the proposal would have upon the setting and views into and out of the Conservation Area.

These took account of 21 viewpoints identified as having the theoretical visibility and thereby impacting the area. The assessment concluded that the proposed development would have no impact on the setting of the Conservation Area. While the buildings will be visible, they would not be dominant in the street scene given the established setting. In addition to the vantage point mentioned relative to the crane at Policy 7 above, it is also notable that the development approved immediately south of the Conservation Area fronting onto Minerva Street would diminish any prospect of viewing the development from St Vincent Crescent.

Further analysis was undertaken from Park Terrace in Park Conservation Area which is further north and this does illustrate that the proposal would be visible from a vantage point. However, as a result of the reduction from 14 storeys down to 12 this impact is now negligible and there will be no adverse impact upon the townscape character.

The extensive analysis in the Townscape Visual Impact Assessment has established that there should be no unacceptable effect upon the special character and appearance of the Conservation Area and that views in and out will be protected. Therefore the proposal is considered to be in accordance with SG9 Historic Environment.

## **Policy CDP 11 and SG 11 – Sustainable Transport**

Policy CDP 11 aims to ensure that Glasgow is a connected City, characterised by sustainable and active travel. It seeks to support sustainable and active travel by supporting better connectivity by public transport, discouraging non-essential car journeys, encouraging active travel. In terms of new development the Polciy seeks to support the development of car free housing on suitable sites.

SG11 Sustainable Transport provides further guidance and seeks to direct major development to locations well served by existing public transport servies and active travel routes. It explains that significant travel generating development should undertake a locational assessment as part of a Transport Assessment to ensure the proposal can maximise use of public transport, cycling and walking.

In terms of parking provision, cycle parking is required at a rate of 1.25 spaces per dwelling while a further 1 space per 100 sq metres of retail floorspace

Vehicle parking is pitched towards the site context While the starting point is for 1.25 spaces this can be altered based upon public transport accessibility, density, placemaking requirements, dwelling size and form (with flatted accommodation generally expecting a lower requirement). The guidance also

advises that the Council will support car free housing on suitable sites where there is a controlled parking zone in operation and the site should have access to high frequency public transport as well as shops, local facilities and publicly useable open space. It should also provide a servicing bay sufficient for deliveries and entry into the site for bin lorries and emergency vehicles should be via a controlled access.

**Comment:** The application was supported by a Transport Assessment which took account of the site context and undertook analysis of potential traffic impact which looked at existing junctions.

#### Access Strategy

The assessment set out a proposed access strategy which has focused access to the north via the new Mews running between Finnieston Street and Minerva Street from which access to the two car parks for each block is taken along with access for emergency vehicles. The applicants intend to control this movement with each block using the nearest access point either to the east or west thereby leaving the central portion of the route clear for pedestrian only use. The levels of parking proposed established that the number of journeys for each block during the peak AM and PM periods is unlikely to exceed 10 two way journeys. The applicants have also proposed key fobs for residents to control rising bollards to control access which would be set away from the entrances from the public street to prevent any prospect of congestion.

#### Cycle Parking

For the respective blocks, Block A has 242 spaces for 161 flats which equates to 150% provision while Block B has 316 spaces for 233 flats which equates to 135% provision. The spaces are secure and private and this exceeds the requirements set by policy. It should also be noted that for any residents who do not own a site there is a Next bike hire station located at to the north on Finnieston Street within 250m of the site.

#### Car Parking

Block A has 31 parking spaces for the 161 flats/maisonettes, which equates to 19% provision. Block B has 16 parking spaces for the 233 flats/maisonettes, which equates to 7% provision. Overall this combined 12% provision is well below the CDP11/SG11 standard of 1 space per dwelling (or 100%). However, it is acknowledged that the site is set within Kelvingrove controlled parking zone and the walkability of the site location and associated good links to public transport nodes justify seeking to reduce the provision of parking spaces. This assessment must also be framed in the more recent policy context set in NPF4 which seeks to be ambitious in delivering low a no car residential developments and reinforces the justification for offering this lower level of parking provision.

The Transport Assessment identifies that the applicants are willing to incorporate the use of car club spaces to augment provision for residents' vehicles and this is something that can be controlled via legal agreement either as part of the parking provision being offered or through the use of existing on-street parking spaces. Visitor parking will be dependent on existing on-road spaces on West Greenhill Place and Minerva Street which are paid parking areas.

While the area is seeing increase in residential development which will create demand for greater parking overall, it is appropriate for the Council to take a progressive approach to supporting modal shift to increase patronage on public transport and support active travel options in locations which are accessible to facilities and public transport options such as the application site. However in order to support active travel options a travel plan with guidance for new occupiers including promotion of active and public transport options can be required by condition.

Electric Vehicle (EV) infrastructure can be controlled via condition ensuring passive provision for 100% EV charging accommodated.

#### Servicing

The proposals for refuse vehicles using the northern mews are acceptable. In terms of servicing for households and for the retail units the applicants' Transport Assessment proposed that an on-road loading bay be created on West Greenhill frontage. This is considered an appropriate solution with the proviso that it is located towards the eastern end closer to the two larger potential retail units. This will require a TRO which is guided by a proposed condition.

Taking all of these factors into account it is considered that the proposal is consistent with SG11, particularly when framed within the updated context set by NPF4.

## Policy CDP12 and Supplementary Guidance IPG12 – Delivering Development

Policy CDP12 aims to ensure that development contributes to a sustainable, economically successful City, through the provision of reasonable infrastructure and facilities that are necessary to mitigate the impact of change on Glasgow's resources, and that are appropriate to both the nature of the development and its location. Through an approach which is informed by a full understanding of the site, and of the potential impact that the development will have, the Council aims to meet The Plan's objectives of: re-shaping Glasgow's employment locations for a changing economy; providing high quality, accessible, residential environments and town centres; connecting to the green network; improving transport provision; finding climate change and drainage solutions for the City; as well as meeting our aspirations for enhanced nature and biodiversity.

Interim Planning Guidance IPG 12 explains that every development has the potential to impact upon the City's infrastructure and it is vital that the City can absorb this impact and still provide the facilities that people who live and work in Glasgow will expect. This guidance outlines the mechanisms the Council will use to secure contributions to deliver on specified infrastructure as well as broader, bespoke requirements that may emerge in a development or location.

The statutory context for developer contributions is set out in Circular 3/2012 which emphasises that planning obligations should be: necessary in planning terms; serve a planning purpose and, where possible, reflect a need identified in the Development Plan; relate to the proposed development, and; its impacts be proportionate in scale to the proposed development and be reasonable.

In line with Policy CDP12, SG12 will focus on four key areas for contributions which relate to: the provision of Open Space throughout the City; the requirements of development within the Fastlink Development Contribution Zone; the surface water drainage and flood management requirements of development, and; the transport needs of development.

**Comment:** An analysis of the proposal in terms of open space provision has been carried out based upon the proposed breakdown of spaces. The application has provided:

- Amenity Open Space/Public Square	2,021sqm
- Podium Communal Roof Gardens	483sqm
- Roof terraces (large and pocket)	774sqm
- Allotments/Community Gardens	217sqm
- Childrens' Play	315sqm

The policy expectations for amenity space are:

- Amenity space	2,408sqm
- Allotment	241sqm
- Children's Plan	1,686sqm
- Outdoor Sport	1,686sqm

The overall amenity space provided incorporates the first three items listed in the proposed open space list which amounts to 3,274sqm which is in excess of the expected amenity space set by policy therefore this is seen as acceptable.

The Children's play provision is significantly shorter than what is provided and therefore would require an off-site contribution amounting to £137,067. Allotment provision is slightly short of the policy requirement which would equate to a contribution of £2,398.

The nature of the development means that outdoor sports provision is not viable, therefore a contribution of £168,550 is required. The applicants have opted to over-provide amenity space and under provide children's play. The terms of the policy do not allow for this overprovision to act as compensation for the under provision therefore the full contribution of £308,025 is due and can be controlled by a S75 legal agreement.

The south-west portion of the site also falls within the outer zone of the Fastlink catchment area. This means that the entire development is considered liable for a contribution. This equates to a contribution of £57,000 towards Fastlink. Again this can be controlled via legal agreement.

### In respect of (b) Material Considerations

The letters of representation are material considerations and should be taken into account in making a decision on the planning application. The representations are summarised and addressed as follows:

## Objections

- Object to the lack of community consultation

**Comment:** The applicants undertook a Planning Application Consultation process as required by the relevant regulations and have submitted a report on the consultation exercise. At the time, covid regulations affected the procedures and the events were online however there is evidence that consultation took place along with follow up activity and the applicant has provided responses on all of the matters raised during the consultations

- Proposed residential density is too high

**Comment:** The development is high density at over 400 dph. This is considered appropriate given the intention to support a compact urban form and given the proximity of the site to the city centre, a local centre and to nearby public transport nodes, the level of density, along with configuration of the application site, is considered appropriate.

- Building scale is too great for the vicinity and will be oppressive and much higher than almost every other building in the vicinity

**Comment:** Significant analysis has informed the approach taken by the applicants with the development to the east providing the principal cue for scale and mass. The configuration within the site of the different modulated elements is considered to retain a human scale and is an appropriate urban response to the site's context; and while significant, will not result in a harmful effect upon the sense of place but will reflect the urban nature appropriate for the locality.

- At 14 storeys the tower is too high and will dominate viewpoints and damage the townscape and roofscape

**Comment:** The 14 storey element has been reduced to 12 storeys and townscape analysis has established that the impact will be absorbed into the built environment at a local scale but also in respect of longer views.

- Many flats are single aspect (73% single aspect)

**Comment:** Policy does not preclude single aspect properties and while the proportion is high, it is a reflection of the inner urban context of the site and sufficient mitigating factors have been identified that will ensure the amenity for residents remains sufficient.

- 16% of the proposed flats fail to achieve adequate levels of daylighting

**Comment:** Daylighting guidelines set target performance. While these guideline targets are not delivered in every case, the cases within the development that fall below the target, are not significantly below and overall the level of amenity is not considered unacceptable.

- Height of proposal will impact daylighting on flats at 110 Minerva Street

**Comment:** The assessment of the proposal upon neighbouring developments identified 110 Minerva Street as having the greatest impact upon pre-existing daylighting. However, the applicants have highlighted that these, east facing windows which face across Minerva Street, currently have exceptional levels of daylight as a result of facing onto a vacant development site. Therefore, while the level of daylight will be reduced considerably, the actual level of daylight as a result of the development will not be unacceptable for the nature of the environment.

- The height of buildings makes it difficult to navigate and unwelcoming for visitors

**Comment:** Taller buildings tend to operate as wayfinding opportunities and help to make an environment more legible. In addition, the activated ground floors will add focal points and distinction which will help unfamiliar pedestrians with wayfinding.

- Has the wind effect been considered?

**Comment:** A wind microclimate assessment has been provided and not found any significant concerns and indeed established that the introduction of development will have a beneficial impact in controlling pre-existing effects at the southern end of Finnieston Street. There are locations within Block B's roof terrace that will require to be controlled through positioning planters to limit access during stronger winds and this can be controlled via condition.

- The building design is ugly and appears more like a city centre office block

**Comment:** The architectural form and detailing is considered to be well delivered with a restrained but familiar palette of materials and building detailed around windows providing interest and variety in the different elevations. Indeed, the external appearance has received significant support from design colleagues.

- The applicants have not adhered to the pre application advice they were provided

**Comment:** The development has evolved from initial comments which directed height towards Finnieston Street, however its considered that with the lowering of the central building by two storeys along with the modulation and scale are effective and appropriate to the site context.

- Proposed flats are below the Glasgow Standard and the introduction of studio flats is out of character in the area

**Comment:** The Glasgow standard is not a planning policy and is intended to be used by Housing Investment in awarding funding to support RSL developments. Therefore it is not a viable rule by which to assess all development types given that it is not designed or intended to be a universal standard. However, it is true that many of the units are marginally below the Glasgow Standard expectations for 1 and 2 bed flats. However, as this is a BTR scheme, it must be acknowledged that these flats will benefit from the additional amenity offered by the various communal facilities within the development. Furthermore the flat sizes are considered to be relatively generous relative to what often comes forward in contemporary BTR schemes. Accordingly, the level of amenity offered is considered acceptable.

- The proposed brick façade does not integrate well with the architectural look of surrounding properties. It should be stone on Minerva Street

**Comment:** Brick is a familiar and historic material within the wider Finnieston area and is considered a robust and appropriate finish.

- No justification has been given for the overall size of the development and number of units.

**Comment:** The development has been considered in terms of the principle of delivering a compact city form and increasing density in sustainable locations. On this basis the density and size are considered appropriate.

- The nature of the proposal and lack of parking will not attract families or a diverse demographic including disabled residents.

**Comment:** Flatted accommodation is extremely common in inner urban areas of Glasgow. The applicants have provided a range of flat sizes including 15 three bed flats and a number of very generously sized two bed properties. They have also indicated that all of the accommodation is accessible with level thresholds throughout. The scheme illustrates a single disabled parking space, however the arrangements in the parking areas would accommodate further disabled bays if that is necessary.

- Where can residents dry clothes, the balconies look too small

**Comment:** As with all modern developments, the amenity space serving the development is offered as a communal semi private space for sitting out and congregating or enjoying being outside. As a result, drying arrangements tend to move inside. The balconies reflect window sizes and are considered sufficient to allow residents to air dry clothes when conditions allow.

- Concerned that overshadowing and daylight in neighbouring development has not been fully addressed.

**Comment:** As highlighted in the report and in relation to Minerva Street above, studies have established that overshadowing and daylighting will not generate unacceptable impacts.

- Piecemeal development in the area not being controlled by masterplan leading to a lack of greenspace and too much residential development

**Comment:** There has been a number of residential proposals in the wider vicinity reflecting the regeneration of the area. These are tending to introduce residential uses where previously there were none and in many cases are removing single format uses with expansive surface car parking which is considered to be a positive change to the local environment. The application provides an excess of amenity space within the development including a large public square with a southerly aspect where currently there is no greenspace. This is considered to represent a real benefit to the locality.

- Object to the mono use nature of the proposal and the lack of employment opportunity being delivered

**Comment:** It is appropriate to consider the development proposal that has been submitted rather than what has not been submitted. However, it should be recognised that the proposal will involve employment opportunities. In addition it should be acknowledged that the Skypark immediately to the east of the site provides employment for around 2,500 workers while the local centre to the north provides further opportunities.

- Object to the lack of affordable housing being provided

**Comment:** As set out above, the City Development Plan does not obligate affordable housing in private developments and the delivery mechanism for affordable housing is through the Council's Strategic Housing Investment Programme that identifies and delivers a significant proportion of housing in the city.

- Insufficient parking being provided, compounded by poor existing public transport provision

**Comment:** The proposal is consistent with the NPF4 ambition to deliver low and no car developments in sustainable locations. It is acknowledged that bus provision has reduced in the period since Covid, however, national and local policy deliberately seeks to direct and design development to support public transport usage and deliver modal shift which is the appropriate approach for this site.

- Pedestrianisation of West Greenhill Place will drive all traffic through the Conservation area

**Comment:** This is not proposed and is suspected to be a misinterpretation of the proposed mews at the northern end of the site which is intended to be a new active travel route.

- Parking is impossible when events are on at the Hydro

**Comment:** This does not specifically relate to the proposal, however, its notable that the application will not add significantly to the level of traffic in the vicinity through its very low car parking provision.

- There is no space for visitors to park.

**Comment:** visitors will be able to park on the bays on street around the site, or preferentially use public transport.

- Proposed open space falls short of policy requirement and will be in shade much of the time

**Comment:** Excluding outdoor sport which would not be expected to be provided on site, the proposal is only slightly short in terms of the aggregated overall open space required. The space that is proposed, including the garden square, has a southerly aspect and will receive sufficient daylight and sunlight.

- Open space compensation contributions do not tend to be invested in the local area. Finnieston already has the lowest amount of green pace per resident

**Comment:** The western portion of Ward 10 does have one of the lower levels of greenspace per resident in the city therefore it is important that new developments deliver open space and this scheme is achieving this with a well sized public open space that currently does not exist in the immediate vicinity. Developer contributions are invested as close to the host project as possible and rely on local investment opportunities. The play provision can be spent locally on

upgrading local facilities while the outdoor sport is typically invested on a sectoral basis which will depend need and investment opportunities at the time contributions are available to spend.

- Proposal will lead to an overconcentration of bars and restaurants which will harm residential amenity

**Comment:** The nature of the commercial units is not currently confirmed although the proposals suggest they will be for retail use. There is no scope to create a bar under the terms of what has been applied for.

- Proposal fails to respect the historic character of the area including the Conservation Area

**Comment:** The proposal has been tested in terms of its impact upon the historic environment and it is accepted that the impact upon the setting of the conservation area will be minimal

- The architectural masterpiece of St Vincent Crescent is being drowned by high rise blocks of uninspiring flats.

**Comment:** In addition to the previous response the building would be around 100 metres from the crescent and obscured by the previously granted development at the northern portion of St Vincent Crescent.

- The Concerned by prospect of potential short term letting

**Comment:** There are no proposals for any units to be used as short term lets. Planning permission would typically be required for an STL use and under the terms of the existing policy it would be very unlikely to be granted and would also be restricted by the standard Operating agreement for Build To Rent properties referred to in the list of legal agreement items.

- development will add to noise pollution in the area.

**Comment:** The introduction of a residential use is considered to be entirely compatible with the vicinity. The retail uses may be open later but are unlikely to generate noise or disturbance that is incompatible with the nature of the area, particularly as it is an edge of centre location. Hours of operation are controlled by condition.

- The absence of a school or doctor surgery is a major issue given the amount of flats being built in the area.

**Comment:** There are two primary schools within 1 km of the application site while it appears that there are 6 doctors' surgeries within around 600m of the site.

One letter of comment was submitted

- Should the application be approved it should include 12 swift nest bricks

**Comment:** This is an appropriate condition

## Conclusions

The application represents a significant opportunity to repair a portion of urban block that offers little to the local environment of Finnieston. Having been considered against all relevant policies it is concluded that the proposal is in accordance with the development plan and consistent with the intention so the Clyde Mission National Development. The objections received represent material considerations however following the above review it is considered that no matters are raised that outweigh the conclusions that the proposal is in accordance with the development plan

On the basis of the foregoing, it is recommended that the application for planning permission be granted subject to conditions and legal agreements as set out below and above.

## Conditions and Reasons



01. The development to which this permission relates shall be begun no later than the expiration of three years beginning with the date of grant of this permission.

**Reason** In the interests of certainty and the proper planning of the area, and to comply with section 58(1) of the Town and Country Planning (Scotland) Act 1997, as amended.

02. Prior to the commencement of any on-site activity, a written environmental desktop study report shall be submitted to and approved in writing by the Local Planning Authority (including any additional requirements that it may specify). The report shall identify and evaluate possible on and off-site sources, pathways and receptors of contamination and enable the presentation of all plausible pollutant linkages in a preliminary conceptual site model. The study shall include relevant regulatory consultations and include obtaining information on historic fuel storage, and shall be prepared in accordance with the advice of relevant authoritative guidance including PAN 33 (2000) and BS10175:2011 + A2:2017 or, in the event of these being superseded or supplemented, the most up-to-date versions(s) of any subsequent revision(s) of, and / or supplement(s), to these documents. Where site investigations are recommended, the desk study shall include the proposed scope of the site investigation. No further site investigation or site activity shall take place until this study and its findings have been approved in writing by the Planning Authority.

**Reason** To ensure the ground is suitable. for the proposed development.

03. Prior to the commencement of construction works on site, a detailed phasing plan and methodology for the delivery of all buildings, amenity space, open space, landscaping and public realm on site, shall be submitted to and approved in writing by the Planning Authority. The development will be constructed in accordance with the approved plan and methodology prior to occupation of the respective parts of the development unless otherwise agreed in writing by the Planning Authority.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail, to minimise disturbance during construction and in the interests of vehicular and road safety.

04. NS Prior to each phase of the construction works on site, a method statement/site management plan, to include:

- a) measures for the control of noise dust and vibration,
- b) areas for the delivery and storage of equipment and materials
- c) management of site traffic

in a manner that minimises disruption to the local community and associated road network and maintains the safe movement of pedestrians and traffic, shall be submitted to and approved in writing by the planning authority.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail, to minimise disturbance during construction and in the interests of vehicular and road safety.

05. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until a comprehensive contaminated land assessment has been submitted to and approved in writing by the Planning Authority.

The assessment shall determine the nature and extent of any contamination on the site, including contamination that may have originated from elsewhere. The assessment shall be conducted and reported in accordance with current recognised codes of practice and guidance and shall include a risk assessment of all relevant pollutant linkages, as required by Planning Advice Note PAN33 'Development of Contaminated Land'. Any potential risks to human health, property, the Water Environment and designated ecological sites shall be determined.

**Reason** To ensure the ground is suitable. for the proposed development.

06. Where the contaminated land assessment has identified any unacceptable risk or risks (as defined by Part IIA of the Environmental Protection Act 1990), a remediation strategy shall be submitted to and approved in writing by the Planning Authority prior to development commencing on site, and shall thereafter be implemented as approved. The strategy shall set out all the measures necessary to bring the site to a condition suitable for the intended use by

removing any unacceptable risks caused by contamination, including ground and mine gas. The remediation strategy shall also include a timetable and phasing plan where relevant.

**Reason** To ensure the ground is suitable. for the proposed development.

07. Upon completion of the approved remediation strategy, and prior to any part of the development site being occupied, a remediation completion / validation report shall be submitted to and approved in writing by the Planning Authority. The report shall be completed by a suitably qualified Engineer and shall demonstrate the execution and effectiveness of the completed remediation works in accordance with the approved remediation strategy.

**Reason** To ensure the ground is suitable. for the proposed development.

08. In the event that any previously unsuspected or unencountered contamination is found at any time when carrying out the approved development, it shall be reported to the Planning Authority within one week and work on the affected area shall cease. Unless otherwise agreed in writing with the Planning Authority, no development shall recommence on the affected area of the site until a comprehensive contaminated land investigation and assessment to determine the revised contamination status of the site has been submitted to and approved in writing by the Planning Authority.

Where required by the approved assessment, a remediation strategy shall be prepared and agreed in writing with the Planning Authority before work recommences on the affected area of the site. Upon completion of any approved remediation strategy and prior to the site being occupied, a remediation completion / validation report which demonstrates the effectiveness of the completed remediation works shall be submitted and approved in writing by the Planning Authority.

**Reason** To ensure the ground is suitable. for the proposed development.

09. Unless otherwise agreed in writing with the Planning Authority, no development shall commence on site until all boreholes, probeholes or monitoring wells completed across the subject site are decommissioned. Upon completion of site investigations and gas monitoring and following agreement on the findings of these with the planning authority; the boreholes, probeholes or monitoring wells should be decommissioned (backfilled) and sealed in a manner that prevents them acting as a migration pathway and evidence of this provided to the Planning Authority. Works shall be completed in accordance with Scottish Environment Protection Agency 2014 good practice guidance and BS 8576: 2013.

**Reason** To ensure the ground is suitable. for the proposed development.

10. Prior to the commencement of construction works on site, details of any temporary barricades required during the works shall be submitted to and approved in writing by the Planning Authority. The barricades shall be painted and/or maintained in good condition and kept free of advertisements.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In the interests of pedestrian and vehicular safety.

11. Prior to the commencement of construction works on site, final construction drawings of all drainage and SUDS for the development shall be submitted to and approved in writing by the Planning Authority. Thereafter, the drainage and SUDS shall be implemented in the approved manner, prior to occupation of the building.

**Reason** In order to minimise the impact of the building on the existing public drainage system.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

12. Prior to the commencement of above ground construction works for each phase of the new buildings on site, specifications and samples of all materials to be used on the external areas of the building, including: the external elevations; windows, doors and other glazed areas, and; roof areas, roof surfaces and roof mounted plant rooms, shall be submitted to and approved in

writing by the Planning Authority. Thereafter, the buildings shall be completed in accordance with the approved details prior to occupation.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

13. Prior to the commencement of above ground construction works for each of the new buildings on site, a sample panel of the materials to be used on the external elevations of the buildings shall be erected for the inspection by and written approval of the Planning Authority. The approved sample panel shall remain in place throughout construction, where practicable, unless otherwise agreed in writing with the Planning Authority.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

14. Prior to the commencement of above ground construction works for each of the new buildings on site, elevational and sectional drawing(s) at 1:20 scale illustrating a typical front elevation bay and typical part elevation for the side and rear elevations, detailing the elevational treatments, the method of fixing of materials, the type of jointing and framing to be used and the incorporation of design measures to prevent premature weathering and staining, shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner prior to occupation of each building.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

15. Prior to the commencement of above ground construction works for each phase of the new buildings on site, drawings at 1:20 scale, illustrating the treatment of the connection of the base of the building with the street, at the front, side and rear elevations shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner prior to the occupation of each building.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

16. Prior to the commencement of construction works for each of the new buildings on site, elevational and sectional drawings, details at an appropriate scale of all roof treatments including plant, screening and associated green roof technology level shall be submitted to and approved in writing by the Planning Authority and thereafter implemented in the agreed manner prior to occupation of each building.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

17. Prior to commencement of above ground construction works for each phase of the new buildings on site, drawings at 1:20 scale illustrating the safety guarding treatment on the external terraces shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner. Thereafter, the building shall be constructed in accordance with the approved drawings prior to occupation. Details to be submitted for approval will include mitigation steps as set out in the GIA Wind Microclimate Study dated 23<sup>rd</sup> May 2022

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

18. Prior to the commencement of above ground construction works on site, details of an architectural lighting scheme for the development shall be submitted to and approved in writing by the Planning Authority and thereafter shall be implemented in the approved manner.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** To enhance safety and security during hours of darkness.

19. Prior to commencement of above ground construction works on site, details of positions and types of external public realm lighting, and of maintenance and management arrangements shall be submitted to and approved in writing by the Planning Authority. The approved lighting shall be installed prior to occupation of the building and thereafter maintained by the developer/operator of the building.

**Reason** To enhance safety and security during hours of darkness.

20. Prior to the commencement of above ground construction works a shopfront and signage strategy for the commercial units shall be submitted to and approved in writing by the Planning Authority and shall thereafter be implemented in the approved manner.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

21. Prior to the commencement of above ground construction works for each of the new buildings on site, ventilation proposals and a strategy for the positioning of discrete ventilation locations shall be submitted to, and approved in writing by, the planning authority and thereafter shall be implemented in the approved manner. For the avoidance of doubt, no vents, flues, aerials or other such external fittings are approved on the external elevations without the prior written agreement of the planning authority.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

22. Prior to the commencement of above ground construction works for each of the new buildings on site, details of refuse and recycling storage areas and bins for both the accommodation and commercial uses shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the relevant part of the development is occupied.

**Reason** To ensure the proper disposal of waste and to safeguard the environment of the development.

23. The mitigation measures outlined ITP Energized Noise Impact Assessment dated 28<sup>th</sup> June 2022 shall be implemented in full. Prior to commencement of above ground construction works, specific design details to meet these measures shall be submitted for the written approval of the planning authority and thereafter, shall be completed before the use of the development commences.

**Reason** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

24. Prior the commencement of above ground construction works on site, a Statement on Energy (SoE) in accordance with the associated building Warrant, shall be submitted to and approved in writing by the planning authority. The SoE shall demonstrate how the development will incorporate low and zero-carbon generating technologies to achieve at least a 20% cut in CO2 emissions and that the Gold Hybrid Standard are to be met, as per City Development Plan policy CDP 5: Resource Management & accompanying Supplementary Guidance SG5: Resource Management. The development shall thereafter be constructed in compliance with the approved SoE. Formal confirmation of the constructed development's compliance with the SoE, carried out by a suitably qualified professional, shall be submitted to and approved in writing by the planning authority before the development/the relevant part of the development is occupied.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

25. Prior to the commencement of above ground construction works, details of biodiversity improvement measures with an emphasis on native species shall be submitted for the written

approval of the Planning Authority and thereafter shall be implemented in the approved manner prior to occupation of the building.

**Reason** To ensure that the development contributes to the biodiversity of the area.

26. Provision of Swift bricks suitable for the nesting of the common swift shall be integrated into the external walls for each phase of the new buildings. Prior to the commencement of above ground construction works, full details of the extent and location of swift bricks and their format and finish shall be submitted for the written approval of the planning authority and thereafter, shall be implemented in the approved manner.

**Reason** To ensure that the development contributes to the biodiversity of the area.

**Reason** To meet the requirements of the Glasgow City Local Species Action Plan on Swifts and to ensure

27. Prior to the first of the new buildings on site being completed, details of the proposed public realm proposals for the entire site, including layout, material specifications, level changes, lighting proposals and type, position of street furniture and street signs and display of public art, shall be submitted to and approved in writing by the Planning Authority. This shall include a refreshed construction plan associated with the phasing of the remaining buildings on site, with each phase of the public realm works to be completed prior to the occupation of each phase of the development.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

**Reason** In order to safeguard residential amenity.

**Reason** In the interests of pedestrian safety.

28. Prior to the commencement of construction works on site, a signage and wayfinding strategy for the overall development, identifying signage and zones for each of the respective buildings, ground floor uses, associated public realm and routes through the development shall be submitted to and approved in writing by the Planning Authority.

**Reason** In order to provide unity and consistency to signage and advertisement within the development.

29. Before any above ground construction works work on the site is begun, a scheme of landscaping shall be submitted to and in writing by the planning authority. The scheme shall include hard and soft landscaping works and boundary treatment(s) together with a programme for the implementation/phasing of the landscaping in relation to the construction of the development. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme.

**Reason** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

**Reason** In order to safeguard residential amenity.

30. Prior to the commencement of above ground construction works on site, detailed design measures to prevent the public realm being accessed by motorised vehicles shall be submitted to and approved in writing by the Planning Authority. This shall include rising bollards on the Mews and safety signage. Thereafter, the approved measures shall be implemented prior to occupation of the building.

**Reason** In the interests of traffic safety at the locus.

**Reason** In the interests of pedestrian safety.

31. Details of the final reinstatement of the surface of the surrounding footways shall be submitted to and approved in writing by the Planning Authority. The approved reinstatement shall be completed as approved before any part of the development is occupied.

In the interests of pedestrian safety.

32. The developer shall provide appropriate street / public realm lighting before any of the dwellings are occupied. Prior to any work on site commencing, details of positions and types of lighting, and of maintenance / management arrangements shall be submitted to and approved in writing by the Planning Authority.

**Reason** To enhance safety and security during hours of darkness.

33. Each off-road car parking space shall be allocated to a specific dwelling, with dwellings without an allocated off-road car parking space sold / let on a 'car free' basis and be applicable for all subsequent future owners / tenants. Priority of allocation shall be given to the 12x3-bed flats, 19x2-bed maisonettes and 3x3-bed maisonettes; with the remaining 13 spaces allocated to 13x2 bed flats on a basis of need (i.e. disabled) and on first come / first served basis. A car parking management policy confirming the allocation strategy shall be submitted to the Planning Authority for approval, prior to occupation of the first phase. All car parking spaces to be a minimum of 5m by 2.5m, with a minimum aisle width of 6m unless otherwise agreed in writing with the Planning Authority.

**Reason.** To ensure the effective allocation of car parking spaces to residents.

34. A Residential Travel Pack shall be provided for each dwelling unit prior to occupation. A draft pack shall be submitted to and approved in writing by the Planning Authority. The pack shall include maps / website links detailing the location of public transport stops, timetables and estimated journey times, walking / cycle routes to key destinations, and information about the health / environmental benefits of walking and cycling.

**Reason** To ensure that sustainable transport outcomes are achieved.

35. Clear delineation between the public (adopted) and private (non-adopted) areas shall be provided by means of a flush heel kerb, with any steps / ramps being located in private (non-adopted) areas.

**Reason** To facilitate the safe passage of pedestrians and cyclists.

36. Vehicular access shall be taken via a dropped kerb footway crossing (with a granite sett construction crossover and wide continuous level footway) design in accordance with Figure 5.6 of the Design Guide for New Residential Areas / City Centre public realm standards.

**Reason** To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

37. Prior to the use of any building commencing, details of the final reinstatement of the surface of the surrounding footways and other new hard surface areas within the curtilage of the new building, shall be submitted to and approved in writing by the Planning Authority and will thereafter be implemented in the approved manner.

**Reason** In the interests of pedestrian safety.

38. All pedestrian and vehicular access levels shall be compatible with existing footway levels, with appropriate footway gradients and crossfalls provided. All doors / gates shall open inwards or be recessed and not open outwards over the public footway, in line with Section 67 of the Road (Scotland) Act 1984.

**Reason** In the interests of pedestrian safety.

39. Vehicular access to the private parking courts off Minerva Street and Finnieston Street shall be taken via dropped kerb footway crossings designed in accordance with Figure 5.8 of the Design Guide for New Residential Areas

**Reason** To ensure that the access complies with approved standards in the interests of pedestrian and vehicular safety.

40. Existing street furniture (including signs, lighting columns, electrical control boxes etc) shall be maintained / relocated to suit the new footway / access arrangements as appropriate and to the approval of GCC Neighbourhoods, Regeneration & Sustainability (Transport).

**Reason** To enable the Planning Authority to monitor the implementation of the development.

41. 'Passive' electric vehicle charging provision shall be provided for 100% of car parking spaces in new residential developments with communal off-street parking provision in accordance with SG11 of the City Development Plan. The design should ensure a 20% capacity / take-up in the electricity network, capability in providing individual metered fuse boxes for each EV space and providing ducting for future cabling.

**Reason** In order to promote Sustainable Transport.

42. Safe secure and sheltered cycle parking shall be provided for future residents in line with SG11 of the City Development Plan, before the relevant part of the development is occupied and shall be retained unless otherwise agreed in writing with the Planning Authority.

**Reason** To ensure that cycle parking is available for the occupiers/users of the development.

43. All servicing will be subject to the existing waiting and loading restrictions and to any future amendments.

**Reason** In the interests of pedestrian and vehicular safety.

44. The minimum depth of topsoil shall be 150mm for grass areas, 450mm for shrub areas and 900mm for trees on clean subsoil free from builder's rubble and other deleterious materials. Topsoil shall be free from pernicious weeds and shall have a pH value of approximately 7.0.

**Reason** To ensure that favourable conditions are created for survival of the planting.

45. All landscaping including planting, seeding, turfing and hard landscaping as contained in the approved scheme shall be completed by the end of the first planting and seeding season following the occupation of the building(s) or as otherwise agreed in writing with the planning authority.

**Reason** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

46. A maintenance schedule for the biodiversity and habitat enhancement measures and the landscaping scheme along with details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority prior to the occupation of any dwelling. Thereafter, the agreed measures shall be implemented in full.

**Reason** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

47. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

**Reason** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

48. Prior to occupation of any part of the development, a maintenance and cleaning strategy for the external glazed facades of the buildings shall be submitted to and approved in writing by the Planning Authority.

**Reason** To enable the Planning Authority to consider this/these aspect(s) in detail.

49. Disposal of Cooking Odours/Fumes

- (a) All cooking smells, noxious fumes or vapours from the premises shall be disposed of by means of a duct carried up internally through the building and terminating at a point 1 metre

above parapet / flat roof at an agreed location. The duct shall be free from any obstruction such as a plate, cowl, cap or any other deflection at its termination point.

- (b) A ventilation and filtration system incorporating at least the following elements shall be installed and operational before the use commences. The elements to be included are:
- (i) Canopies - A canopy (or canopies) shall be located above all cooking appliances.
  - (ii) Air Flow - The canopy face velocity shall be not less than 0.5 m/s.
  - (iii) Primary Grease Filtration - Labyrinth (baffle) grease filters shall be installed within the canopy or canopies.
  - (iv) Air Input - An air input system shall be provided by means of a pleated inlet filter, supplying clean filtered air equivalent to at least 80% 'make-up' of the extracted air.
- (c) A maintenance/management scheme for the ventilation and filtration system, including all aspects referred to in (a) and (b) above shall be submitted to and approved in writing by the planning authority before the use commences and shall be implemented as approved for the duration of the use.
- (d) Mechanical and electrical installations shall be arranged to ensure that the ventilation system is in operation during periods when the premises are open for the preparation and/or cooking of food.

**Reason** To protect local residents from nuisance resulting from the disposal of cooking odours.

50. Acoustic/amplified music from any building or premises shall not give rise to a noise level, assessed with windows closed, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

**Reason** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

51. Noise from or associated with the completed development (the building and fixed plant) shall not give rise to a noise level, assessed with windows opened, within any dwelling or noise sensitive building in excess of that equivalent to Noise Rating Curve 35 between 0700 and 2200, and Noise Rating Curve 25 at all other times.

**Reason** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

52. On completion of the development, the commercial units shall not be used for any purpose other than within Classes 1A, 3, or 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any provision equivalent to those classes in any statutory instrument revoking and re-enacting that Order.

**Reason** To encourage the establishment of active ground floor uses, to promote flexible office space and to maintain an accurate record of the use of the planning unit.

53. The hours of operation of the ground floor commercial units shall not exceed 0800 - 2200 hours daily, unless otherwise agreed in writing by the Planning Authority.

**Reason** To protect the occupiers of dwellings or noise sensitive buildings from excessive noise.

54. Clear glass shall be used for all windows on the ground floor of the development which shall be kept free of advertisements, fixed furniture or large pieces of equipment such as refrigeration units or shelving. Where 'modesty' screening or obscure glass is required, the details of such proposals shall be submitted to and approved in writing by the Planning Authority prior to installation and thereafter shall be installed in the approved manner.

**Reason** In order that the works do not detract from the appearance of the building.

**Reason** In the interests of pedestrian safety.



**55.** No lift housing, plant or equipment to project through beyond parapet/roof profile.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

**56.** External security shutters shall not be permitted in the development hereby approved.

**Reason** In order to protect the appearance of both the property itself and the surrounding area.

**57.** On completion of the development, the ground floor units shall not be used for any purpose other than within Classes 1A, 3, or 4 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any provision equivalent to those classes in any statutory instrument revoking and re-enacting that Order.

**Reason** To encourage the establishment of active ground floor uses and to maintain an accurate record of the use of the planning unit.

**58.** The applicant shall arrange for the Council to promote an amendment to the existing Traffic Regulation Order to form an on-road loading bay at the eastern end of West Greenhill Place to accommodate servicing traffic for the retail units.

**Reason** To facilitate effective servicing of the development.

#### **Advisory Notes to Applicant**

01. The applicant should submit confirmation of Technical Approval from Scottish Water to make a surface water connection to their network
02. The applicant is advised to liaise with the Councils Biodiversity team in connection with the installation of Swift bricks within the development.
03. Prior to implementation of this permission, the applicant should contact GCC Neighbourhoods, Regeneration & Sustainability at an early stage in respect of legislation administered by that Service which is likely to have implications for this development. Road Construction Consent is required under Section 21 of the Roads (Scotland) Act 1984.
04. The developer should advise each prospective tenant that they will not be eligible to purchase a resident's on-road parking permit, in accordance with the provisions of the existing traffic order.
05. Measures to maintain street lighting levels should be identified before any work begins on site. Street lighting levels should be agreed with GCC Neighbourhoods, Regeneration & Sustainability, and be in place and operational before any of the dwellings are occupied.
06. It is recommended that applicant works with 'car club' operator(s) to support those residents of the development with a temporary need for access to a vehicle (who can't own their own vehicle due to the minimal on-site provision and ineligibility to purchase an on-road parking permit). This could include allocation of spaces within the car park for 'car club' vehicles or increased 'Co Wheels' on-street provision.
07. Early engagement should be undertaken with the Roadworks Control team of GCC Neighbourhoods, Regeneration & Sustainability on agreeing a suitable construction methodology / mitigation strategy.
08. The applicant is advised that it is not permissible to allow water to drain from a private area onto the public road and to do so is an offence under Section 99(1) of the Roads (Scotland) Act 1984.
09. All servicing / parking shall take cognisance of the existing and future traffic regulation orders.
10. The applicant should consult with Neighbourhoods and Regeneration Services - Environmental Health concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.

11. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):

#### REFUSE CONTAINMENT

It is the responsibility of the developer/owner to purchase the agreed means of refuse containment.

#### WHEELED BIN REFUSE COLLECTION

Where the developer is planning a wheeled bin method of refuse containment and collection, the conditions governing this system must be complied with, ie that the wheeled bin is presented at/and collected from, the agreed location (kerb side, air space etc) on the advised day of refuse collection by the owner/tenant/caretaker etc.

12. Before the use commences, the applicant should, following the testing of the installed lighting system, submit certification from a member of the Institute of Lighting Engineers, or other suitably qualified person, to the planning authority confirming that the system complies with its design specification.
13. Before the use commences, the applicant should, following the testing of the installed ventilation system, submit certification from a member of the Heating and Ventilating Contractor's Association, or other suitably qualified person, to the planning authority, confirming that the installation meets its design specification.
14. Construction and/or demolition work associated with this development should conform to the recommendations/standards laid down in BS5228 Part 1: 1997 "Noise and Vibration Control on Construction and Open Sites". Best Practicable Means as defined in Section 72 of the Control of Pollution Act 1974 should be employed at all times to ensure noise levels are kept to a minimum.
15. In order to protect local residents' amenity, noise associated with construction and demolition works in residential areas should not occur before 0800 or after 1900 Monday to Friday, and not before 0800 or after 1300 on Saturdays. Noise from construction or demolition works should be inaudible at the site's perimeter on Sundays and public holidays. The planning authority should be notified of necessary works likely to create noise outwith these hours.
16. Premises used for the purposes of a food business require to register under the Food Premises (Registration) Regulations 1991. An application form for registration of the premises or change of details of an existing registration can be obtained from Land and Environmental Services (Environmental Health).
17. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 3rd edition 2016. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.
18. The applicant should submit confirmation of Technical Approval from Scottish Water to make a surface water connection to their network.
19. The applicant should arrange for the property street number to be displayed on the premises.
20. Any proposed temporary barricade should be fitted with wooden fillets to prevent fly-posting. The barricade should be painted and maintained in good condition for the duration of its use.
21. Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, to be the subject of an application for express consent.
22. It is recommended that the applicant should consult with Scottish Fire and Rescue Services concerning this proposal in respect of legislation administered by that body which is likely to affect this development.

23. It is recommended that the applicant should consult with Building Services Operations and Safety (Development and Regeneration Services) as a Building Warrant may be required for the development.
24. The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build or maintain this approved development. Such consent should be obtained prior to the commencement of works on site
25. The applicant is advised to consider registering the site with the Considerate Constructors Scheme, which aims to improve the image of the construction industry. For further details, please contact the scheme directly. Considerate Constructors Scheme, PO Box 75, Ware, Hertfordshire SG12 0YX. Telephone: 01920 485959 Fax: 01920 485958 Freephone: 0800 7831423 [www.ccscheme.org.uk](http://www.ccscheme.org.uk) email: [enquiries@ccscheme.org.uk](mailto:enquiries@ccscheme.org.uk)

#### **Reason(s) for Granting the Application**

The proposal is considered to be in accordance with the Development Plan and there are no material considerations which outweigh the proposal's accordance with the Development Plan.

for Executive Director of Neighbourhoods, Regeneration and Sustainability

DC/ GMH/17/11/2023

#### **BACKGROUND PAPERS**

#### **PLEASE NOTE THE FOLLOWING:**

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